



5

**SAFETY STEPS TO FOLLOW IF SOMEONE
IS THE VICTIM OF ELECTRICAL SHOCK**

1

DO NOT TRY TO PULL OR GRAB THE INDIVIDUAL



OFF THE ELECTRICAL

**IF YOU CANNOT TURN OFF THE ELECTRICAL
POWER, PULL, PUSH, OR LIFT THE PERSON TO
SAFETY USING A WOODEN POLE OR A ROPE
OR SOME OTHER INSULATING MATERIAL**

4

SEND FOR HELP AS SOON AS POSSIBLE

5

**AFTER THE INJURED PERSON IS FREE OF CON-
TACT WITH THE SOURCE OF ELECTRICAL
SHOCK, MOVE THE PERSON A SHORT
DISTANCE AWAY AND IMMEDIATELY START
ARTIFICIAL RESUSCITATION**

CHANGE }
No 1 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 24 July 1974

Direct and General Support and Depot Maintenance Manual
TRACTOR, FULL-TRACKED, LOW SPEED; DIESEL ENGINE DRIVEN; MEDIUM DRAWBAR
PULL; OSCILLATING TRACK; 78-INCH GAGE (CATERPILLAR MODEL D-7E)
FSN 2410-782-1130, W/WINCH; FSN 2410-926-3697, W/RIPPER

TM 5-2410-214-35, 7 February 1969, is changed as follows:

The title on the cover and contents page is changed as shown above

Inside Front Cover Add to Safety Precautions:

WARNING

Dry cleaning solvent, PD-680, used for cleaning is **POTENTIALLY DANGEROUS CHEMICAL** Do not use near open flame Flash point of solvent is 100°F - 138°F

Page 3, paragraph 1-1, line 4 Change "D-7" to read "D-7E" Change "D-7" to read "D-7E" wherever it appears in the manual

Paragraph 1-2b is superseded as follows

b. You can help to improve this manual by calling attention to errors and by recommending improve-

ments. Your letter or DA Form 2028 (Recommendations to Publications and Blank Forms) should be mailed direct to Commander, US Army Tractor Support Command, ATTN. AMSTS-MPP, 4100 Goodfellow Blvd, St. Louis, MO 63120 A reply will be furnished direct to you.

Paragraph 1-4b In right-hand-side data column under *Turbocharger*, change "lb-ft" to read "lb-in" lines 1, 2, and 4

Page 6, table 1-1, line 7 Under *Service Meter*, change "3975" to read "3.875"

Page 11, table 1-3 Under *Track Carrier Roller* change the end clearance minimum "0.000" to read "0.008"

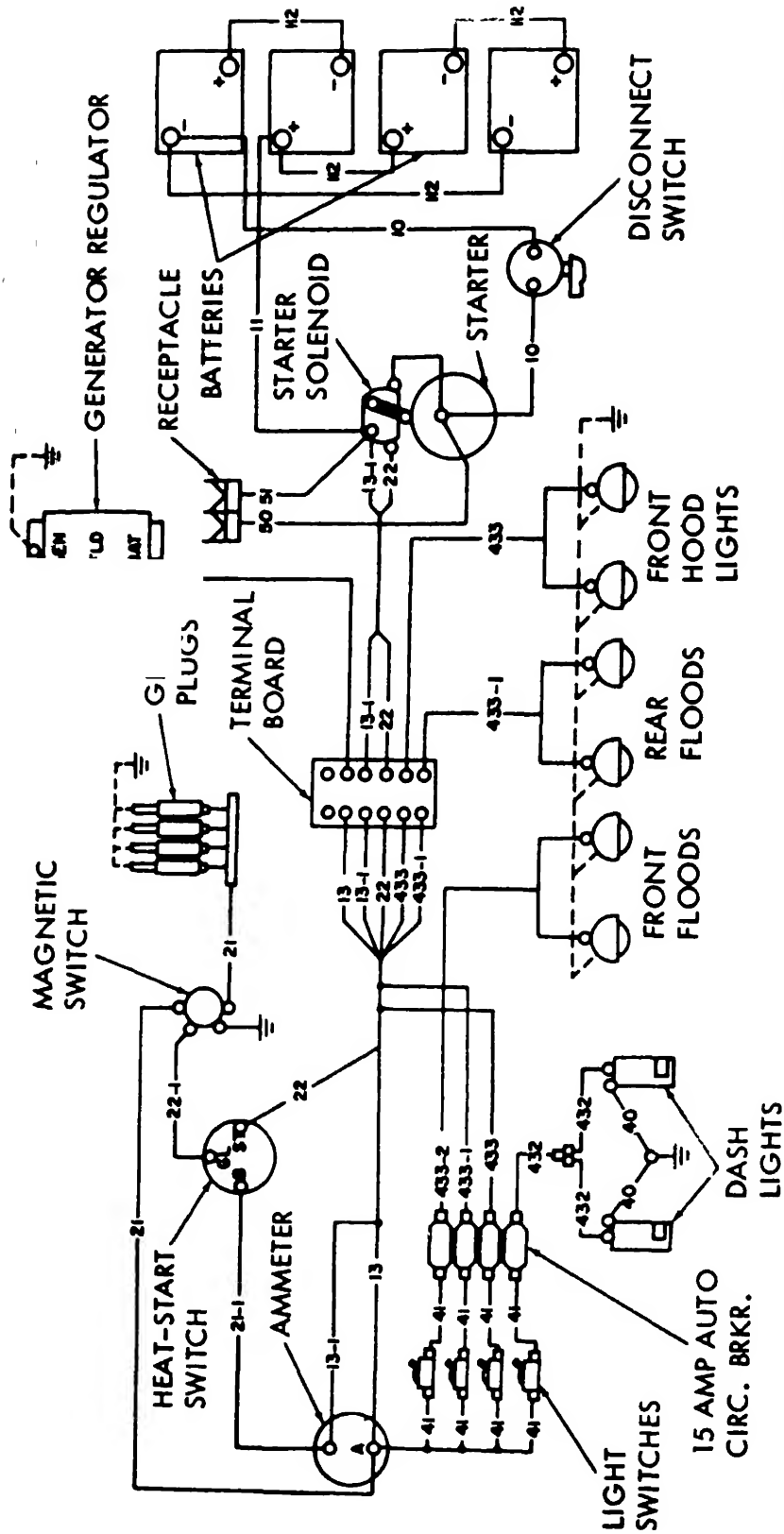
Page 11 Add table 1-4 after table 1-3

Table 1-4 Alternator Specification

Alternator	Specifications	
	British engineering system	Metric system
24V 50A-DR 1117226	5S9088	5S9088
Circuit-negative ground	B	B
Belt adjustment (amount deflected) force midway between pulleys	0.875 ± 0.125 in 25 lb	22.0 ± 3.0 mm 11.3 kg
RPM testing	5000	5000
Rotation-clockwise		
Output cold 5000 RPM (load battery with carbon pile to obtain maximum output)	54A	54A
Rated output (hot)	50A	50A
Field current (at 24V 80°F (27°C))	2.5 2.9A	2.5 2.9A
Voltage regulator		
Voltage setting range	26 - 30V	26 - 30V
Adjust voltage setting to then increase speed to produce maximum output	28 V 50A	28V 50A
Torque - shaft nut	75 ± 5 lb ft.	104 ± 0.7 mkg
Torque - output terminal bolt	10 ± 1 lb ft.	1.38 ± 0.14 mkg

Page 12, figure 1-1(1) Change figure legend to read "Tractor wiring diagram (Serial nos 75E1 through 75E1300)"

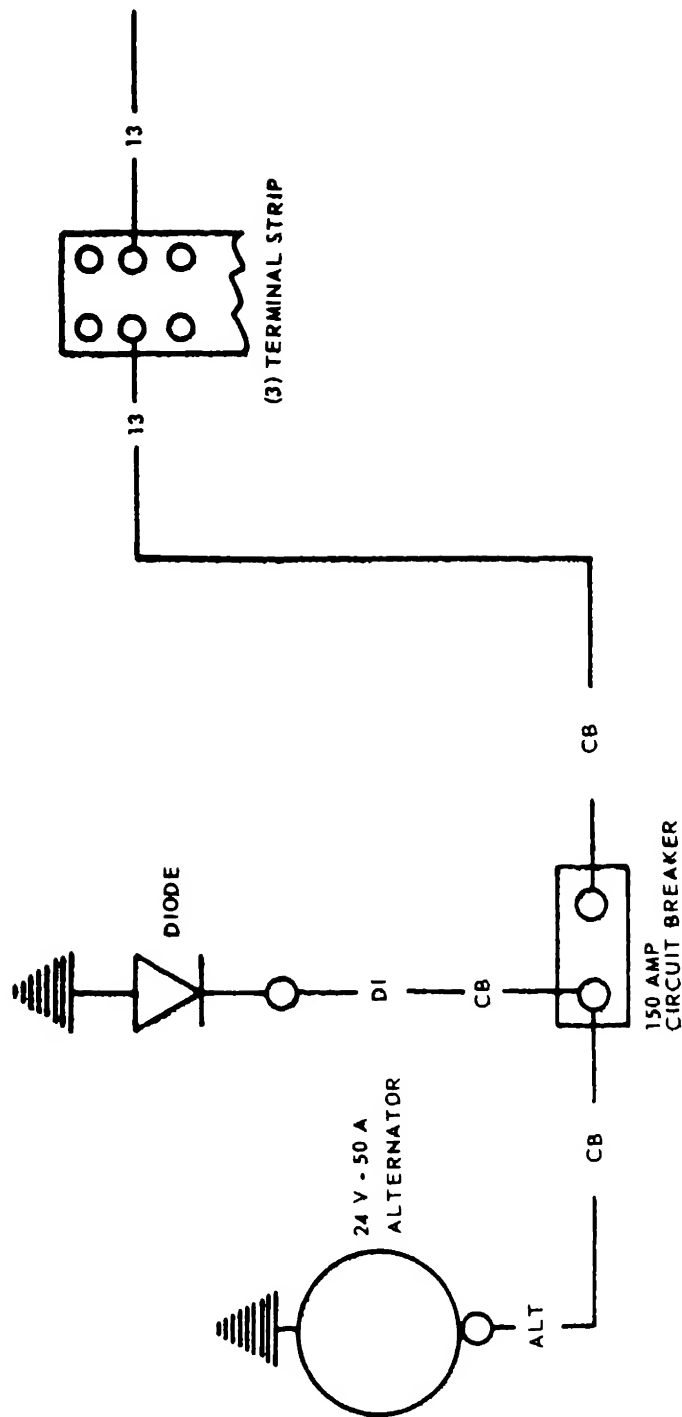
— GENERATOR



ME 2410-214-35/1-1 Ⓢ C1

Figure 1-1(2) Tractor wiring diagram (Serial Nos. 75E1301-UP)

Figure 1-1.1 is added after figure 1-1(2).



ME 2410-214-35/1-1.1 C1

Figure 1 1 1 Alternator conversion wiring diagram for Caterpillar Model D-7E

Page 15. Paragraph 2-1 is superseded, as follows.

2-1. Special Tools and Equipment

There are no special tools or equipment required to perform direct and general support and depot maintenance on the Caterpillar model D-7E tractor.

Paragraph 2-3 is rescinded.

Tables 2-1 and 2-2 are rescinded.

Page 67. Figure 3-96 is rescinded.

Paragraph 3-22e(2), line 4. Change "directio" to read "direction" and "cranshaft" to read "crankshaft"

Paragraph 3-22e(4) is superseded, as follows:

(4) Check distance (A, fig 3-95) with a micrometer depth gage, and reset if necessary. Refer to table 1-1 for correct lifter setting.

Page 80, paragraph 3-26. Add subparagraphs *g*, *h*, *i*, and *j*, and paragraph 3-26 1 in alphanumerical order after paragraph 3-26f.

g. Regulator Inspection and Repair (Fig 3-118 1).

(1) Inspect all resistors, capacitors, contacts, and wiring for burned or defective condition. Replace as required.

(2) Clean regulator contact points with a fine riffler file. Do not use sandpaper or emery cloth to clean contact points.

(3) Test specifications for regulator model 1118558 are as follows:

Voltage regulator

Air gap	0.048 inch
Satisfactory operating range	27.5 - 29.5 volts
If outside range, adjust to	28.2 volts

Current regulator:

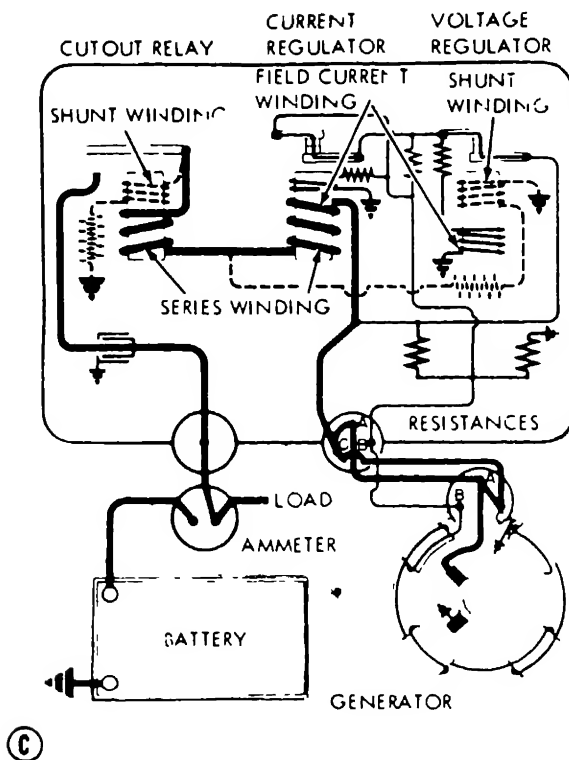
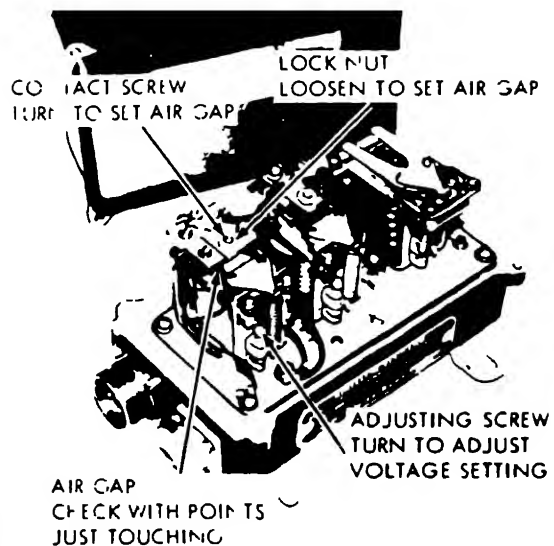
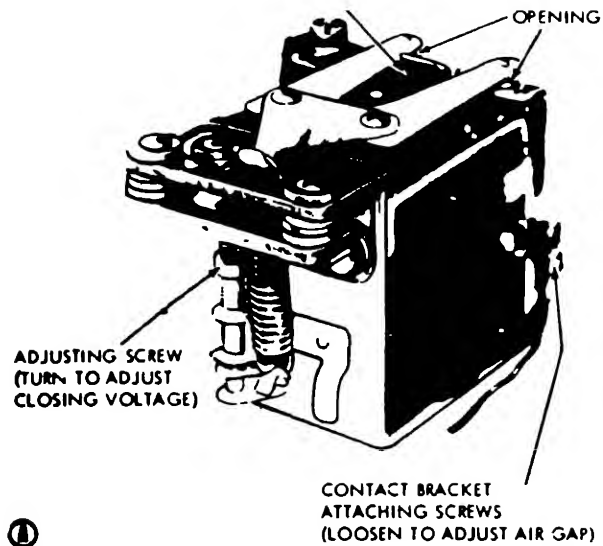
Air gap	0.115 inch
Satisfactory operating range	38-42 amperes
If outside range, adjust to	40 amperes
Cutout relay	
Air gap	0.048 inch
Point opening	0.035 inch
Satisfactory closing range	25-27 volts*
If outside range, adjust to	26 volts*

*These values apply only when the regulator is being tested at operating temperatures on the vehicle, and in accordance with the procedure described in the following paragraphs.

(4) Mechanical checks and adjustments (air gaps, point openings) must be made with the battery disconnected and the regulator preferably off the vehicle.

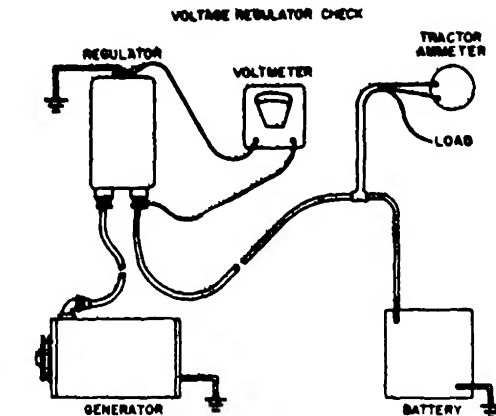
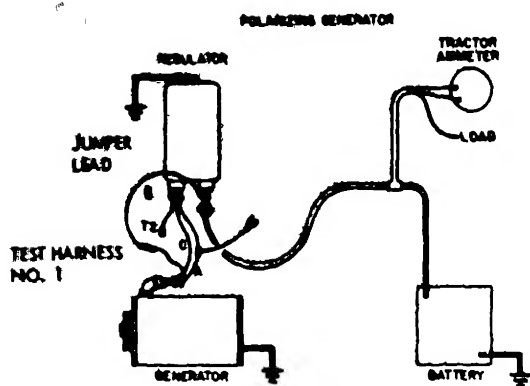
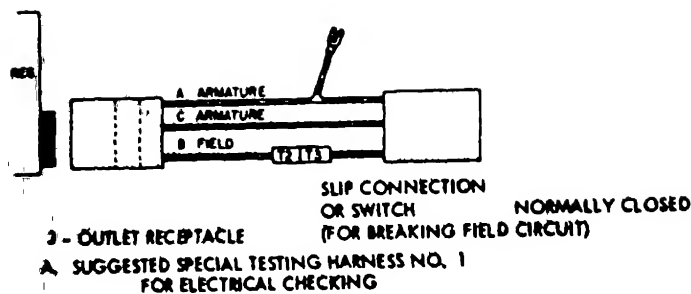
CAUTION

When a regulator has been removed from the vehicle, or leads disconnected from the regulator, the generator must be polarized after leads are connected but before the engine is started. To polarize the generator, insert test harness no. 1 (fig 3-118.2). Disconnect T-2 and T-3; also disconnect the battery cable from the regulator. Momentarily touch a jumper lead between T-3 of the harness and the prong of the battery cable. This allows a surge of current to flow through the generator field windings in the proper direction. Failure to do this may result in severe damage since reversed generator polarity causes vibration, arcing, or welding of cutout relay contact points.



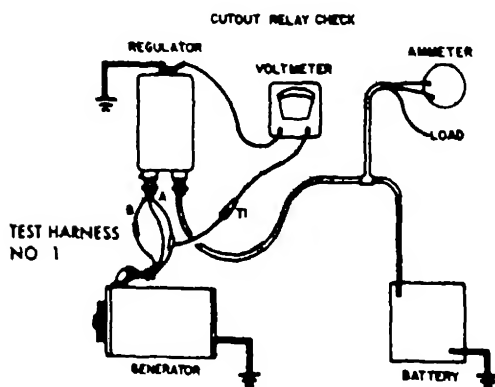
ME 2410-214-35/3-118.1 C1

Figure 1-1181 Generator regulator

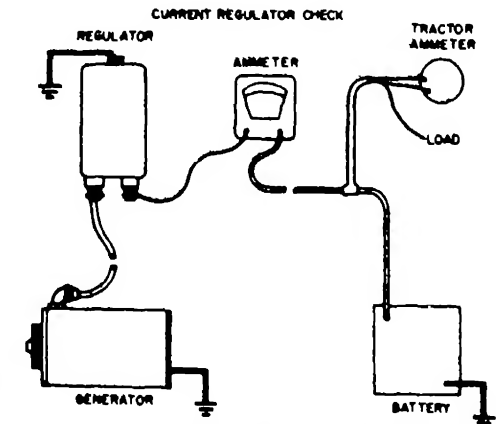


B. WIRING CONNECTIONS FOR POLARIZING GENERATOR

C. METER CONNECTIONS FOR VOLTAGE REGULATOR CHECK



D. METER CONNECTIONS FOR CHECKING CUTOUT RELAY CLOSING VOLTAGE



E. METER CONNECTIONS FOR CURRENT REGULATOR CHECK

ME 2410-214-35/3-118.2 C1

Figure 3-118.2 Wiring for generator regulator checks

h Quick Checks of Generator and Regulator In analyzing complaints on generator-regulator operation any one of several basic conditions may be found

(1) A fully charged battery and a high charging rate. This condition indicates that the voltage regulator is not reducing the generator output as it should. A high charging rate to a fully-charged battery will damage the battery, and the accompanying high voltage is very damaging to all electrical units. This operating condition may result from:

- (a) Improper voltage regulator setting.
- (b) Defective voltage regulator unit
- (c) Short circuit between charging circuit and field circuit (in either generator, regulator, or wiring)
- (d) Poor ground connection at regulator.
- (e) High battery temperature which reduces the resistance to charge. The battery will then accept a high charging rate even though the voltage regulator setting is normal. If the trouble is not

3-118.2), in generator circuit; open the field circuit at T-2 and T-3; then, operate generator at medium speed. If output remains high, the generator or wiring harness is at fault. If no output is obtained, the regulator is at fault, and it should be checked.

(2) A low battery and low- or no-charging rate. This condition could be caused by:

- (a) Loose connections, frayed or damaged wires.
- (b) Defective battery.
- (c) High circuit resistance.
- (d) Low regulator setting.
- (e) Oxidized regulator contact points.
- (f) Defects within the generator.

If the condition is not caused by loose connections, frayed or damaged wires, determine the cause of trouble as follows: With testing harness no. 1 inserted in generator circuit, generator operating at medium speed, and battery connected, momentarily connect T-3 to T-1 (armature) and increase generator speed. If the output does not increase, the generator is probably at fault and should be checked separately. If the generator output increases, the trouble is caused by the following

- (a) A low voltage (or current) regulator setting.
- (b) Oxidized regulator contact points which insert excessive resistance into the generator field circuit so that the output remains low
- (c) Generator field circuit open within the regulator at the connections or in the regulator winding
- (3) Burned resistances, windings, or contacts Where burned resistances, windings, or contacts are found, always check the vehicle wiring before installing a new regulator. Otherwise the new regulator may fail in the same way
- (4) Burned relay contact points The condition may be caused by reversed generator polarity

1. Voltage Setting for High Temperature Conditions Where Continuous Battery Overcharge is Experienced.

(1) Where high battery temperatures are obtained, battery overcharge may be experienced even though the voltage regulator setting is within specifications and correct for all normal operating conditions. This overcharging condition may be relieved by reducing the voltage setting slightly.

reduced unless it is actually necessary. The cutout relay likewise must be reduced so the voltage regulator setting is still safely above the setting of the cutout relay.

(2) If such voltage reductions are made during hot weather, the voltage settings should again be increased to the standard specified settings at the beginning of cold weather. Otherwise the reduced settings, combined with low temperatures, may cause under charged batteries.

j. Regulator Checks and Adjustments (Fig. 3-118.3)

(1) *Cutout relay.* Three checks and adjustments are required on the cutout relay; air gap, point opening and closing voltage. Air gap and point opening are checked with the battery disconnected.

(a) *Air gap.* Measure the air gap between the armature and the core — not between the brass pin in the armature and the core — with the contact points barely touching. If both sets of points do not close together, it will be necessary to realign the lower contact bracket slightly, or bend the spring fingers on the armature until points meet simultaneously. Adjust air gap by loosening screws attaching the lower contact bracket, and raise or lower the contact bracket as required to obtain 0.048-inch measurement. Be sure the points are properly lined up, and tighten the screws well after adjustment.

(b) *Point opening.* Measure the point opening and adjust by bending the upper armature stop to obtain a 0.035-inch measurement.

(c) *Closing voltage.* To check the closing voltage on the cutout relay, insert special test harness no. 1 in the generator circuit, and connect a voltmeter between T-1 (armature) and the ground screw at the end of the regulator. Gradually increase generator speed and note the voltage at which the relay contact points close. Adjust the closing voltage, if necessary, by turning the adjusting screw at the base of the cutout relay frame. Voltage should be between 25 volts to 27 volts. Adjust to 26 volts. Increasing the spiral spring tension increases the relay closing voltage, and decreasing the spiral spring tension lowers the closing voltage.

(2) *Voltage regulator.* Two checks and adjustments are required on the voltage regulator, air gap and voltage setting. Note that the *air gap* and not the *point opening* is checked and adjusted.

(a) *Air gap.* The air gap should be measured between the armature and the part of the core next to the residual pin (not the residual pin in the core), with the points just touching. The proper way to measure this air gap is to push the armature down until the points open, release until the points barely close, then measure the air gap. Do not measure the gap with the flat spring that supports the contact screw raised up off the fiber mounting plate. To adjust, loosen the locknut and turn the contact screw. The most convenient method of performing this operation is to insert the gage, press the armature down against it to hold it in place, and then turn the contact screw until the contacts barely touch. Adjust the air gap to a 0.048-inch measurement.

(b) *Voltage setting.* Disconnect battery cable from regulator, and connect voltmeter between regulator battery terminal and ground screws in the end of the regulator. With the generator operating at approximately 3,000 rpm and the regulator at operating temperature, note the voltage setting. Adjust by turning the adjusting screw at the base of the unit, thereby changing the spiral spring tension. Increasing the spring tension increases the voltage setting. After each change of adjustment, reduce generator speed until cutout relay opens; then return to speed and read voltage. Voltage should be between 27.5 volts to 29.5 volts. Adjust to 28.2 volts.

(3) *Current regulator* Two checks and adjustments are required on the current regulator; air gap and current setting

(a) *Air gap* The air gap, and not the point opening, is checked and adjusted. Adjust the air gap to obtain a 0.115-inch measurement using the same procedure as for the voltage regulator

(b) *Current setting* To check the current regulator setting, it is necessary to keep the voltage regulator from operating. Generator output can then increase to the value for which the current regulator is adjusted. This will then cause the current regulator to operate. Regardless of the method used, disconnect battery cable from regulator and connect ammeter in series between junctions. The three methods of preventing voltage regulator operation are

CAUTION

Never use the cranking motor for more than 30 seconds at a time without pausing to allow the cranking motor to cool.

1 *Battery discharge method.* Partly discharge the battery by cranking the engine for 30

seconds with the lights and accessories on. Start the engine and allow the generator output to increase to its maximum. Since the battery voltage recovers very quickly, this method requires prompt action.

2. *Load method.* If a load approximating the current regulator setting is placed across the battery during the time that the current regulator setting test is made, the voltage will not increase sufficiently to cause the voltage regulator to operate. This load may be provided by a carbon pile, or other suitable resistance.

3. *Jumper lead method.* If the regulator cover is removed and a jumper lead placed across the voltage regulator contact points, the voltage regulator cannot operate. Consequently, the generator output will increase to its maximum as determined by the current regulator setting. Lights and accessories should be turned on during the test to prevent excessive voltage. To adjust the current regulator setting, turn the adjusting screw at the base of the unit, thereby changing the spiral spring tension. Increasing the tension will increase the current setting. After each change of adjustment, reduce generator speed until cutout relay opens, then return to speed and read current. Current should be 38 amperes to 40 amperes. Adjust to 40 amperes.

NOTE

Higher residual magnetism resulting from uncontrolled voltage during this test will cause the voltage to regulate at an abnormally low voltage after the jumper is removed. To restore proper operation, the generator must be cycled, that is, stopped and restarted. Do not attempt to check voltage regulator after using jumper lead method until this condition has been corrected

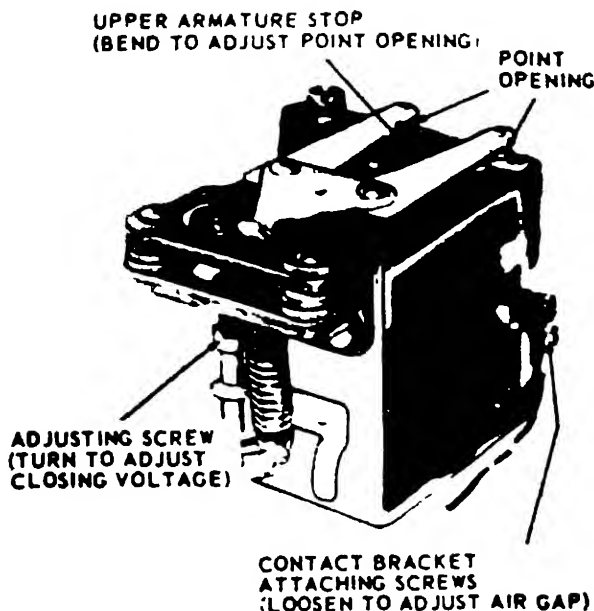
4 Refer to figure 3-1181 for proper test instrument connections

(c) *Adjustment for high temperature.*

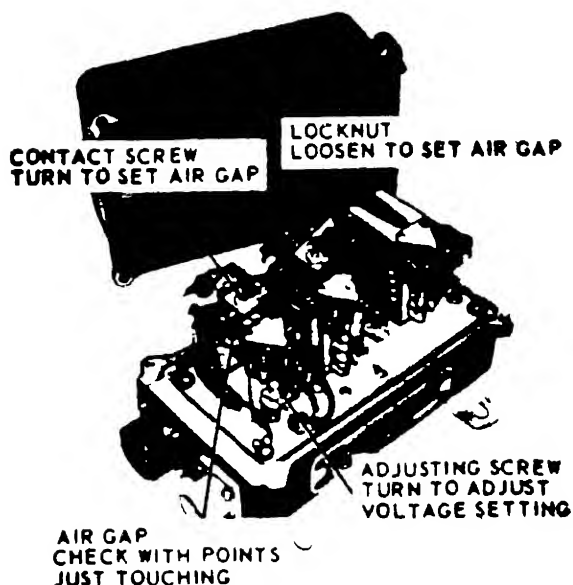
1 When high battery temperatures are obtained, battery overcharge may be experienced even though the voltage regulator setting is within specifications and correct for all normal operating conditions. This overcharging condition may be relieved by reducing the voltage setting slightly. However, the voltage regulator setting must not be reduced unless it is actually necessary. The cutout relay likewise must be reduced so the voltage regulator setting is still safely above the setting of the cutout relay.

2. If such voltage reductions are made during hot weather, the voltage settings should be returned to normal for low temperature.

(d) *Replacement.* If voltage regulator cannot be adjusted, it must be replaced.



A. CUTOUT RELAY ADJUSTMENTS



B. ADJUSTMENTS REQUIRED ON VOLTAGE REGULATOR ARE AIR GAP AND VOLTAGE SETTING. ADJUSTMENTS REQUIRED ON CURRENT SETTING.

ME 2410-214-35/3-118.3 C1

Figure 3-118.3 Generator regulator adjustments.

3-26.1. Alternator

a. General The alternator is a 24-volt, belt-driven, 3-phase self-rectifying, brushless unit with a built in microminiature voltage regulator. The only movable part in the assembly is the rotor, mounted on a ball

bearing at the drive end and a roller bearing at the rectifier end.

b. Removal. Refer to TM 5-2410-214-12 for the removal of the alternator

c. Disassembly (Fig. 3-118.3A)

- (1) Remove the cover plate
- (2) Remove cover and gasket.
- (3) Separate the drive-end frame from the rectifier end frame

d. Cleaning. Clean the armature and field coils of any dirt or magnetized particles. To remove any grease and oil apply a light coat of cleaning solvent (Fed Spec P-D-680) with a brush. Wipe clean and then use compressed air to remove any remaining dirt film.

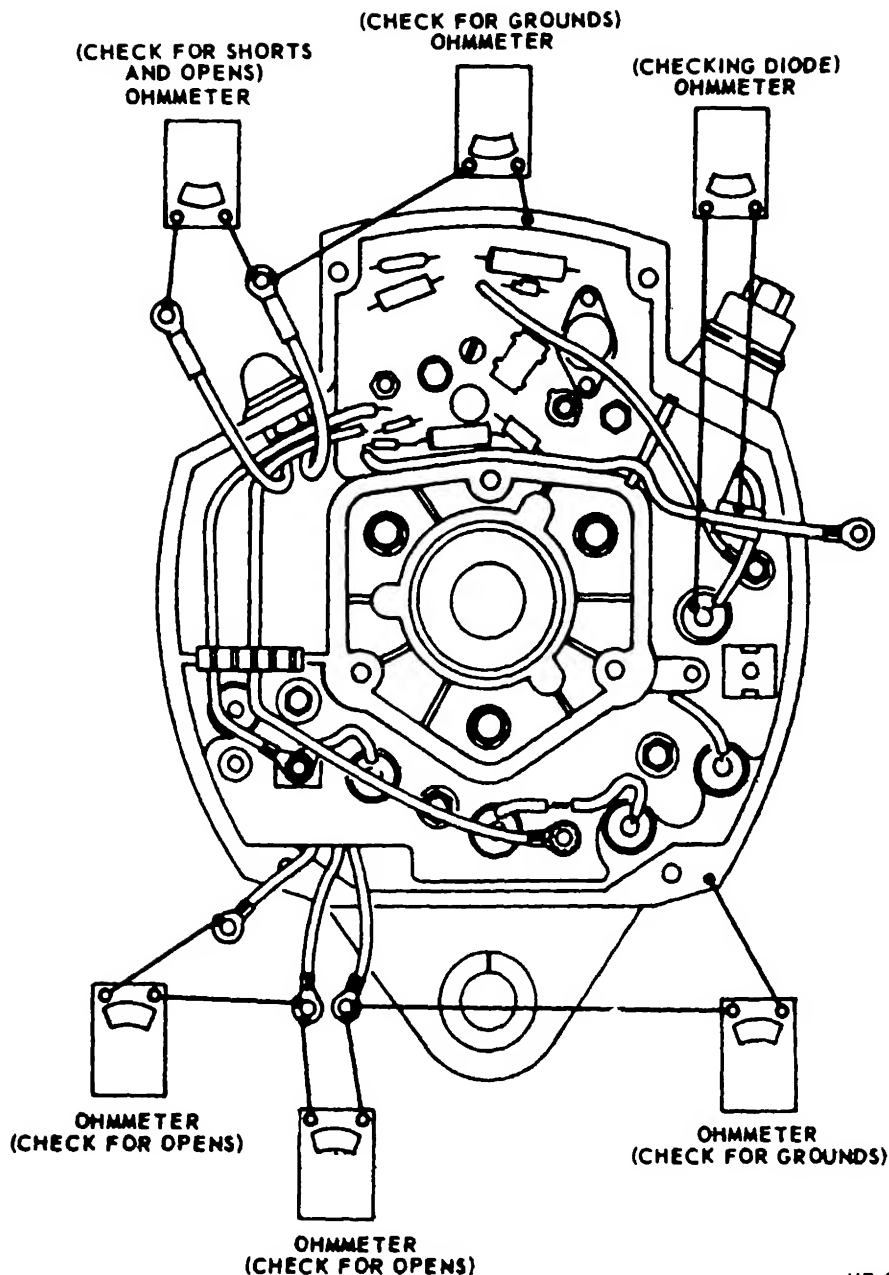
e. Inspection and Repair.

(1) *Diode check.* Check each of the six diodes by removing each diode lead from the stud and connecting an ohmmeter, using the lowest range scale, to diode lead and the case. Then reverse the ohmmeter lead connections to the diode case. If both readings are the same, replace the diode. A good diode will give one high-and-one low reading. See figure 3-118.4.

CAUTION

Do not use high voltage, such as 110 volt test lamps, to check diodes

Before replacing a diode in the rectifier end frame, the end frame must be separated from the drive end frame. Also before replacing a diode in the heat sink or end frame, it is necessary to remove the heat sink from the end frame by detaching the regulator from the heat sink, the heat sink mounting screws, and the generator output terminal. Note the round insulators under the heat sink mounting screws and the flat insulator located behind the heat sink. The silicone grease on both sides of the flat insulator provides the necessary heat transfer between heat sink and end frame. Reapply silicone grease during assembly, tighten the heat sink mounting screws loosely, securely tighten the output terminal, then securely tighten the heat sink screws. To replace a diode in the heat sink, support the heat sink and use an arbor press or vise to push the diode out. When installing a diode, use a suitable tool which will fit over the outer diode edge to push the diode in. Support the heat sink on end frame with a suitable tool.



ME 2410-214-35/3-118 4 C1

Figure 3-1184. Electrical checks of alternator

CAUTION

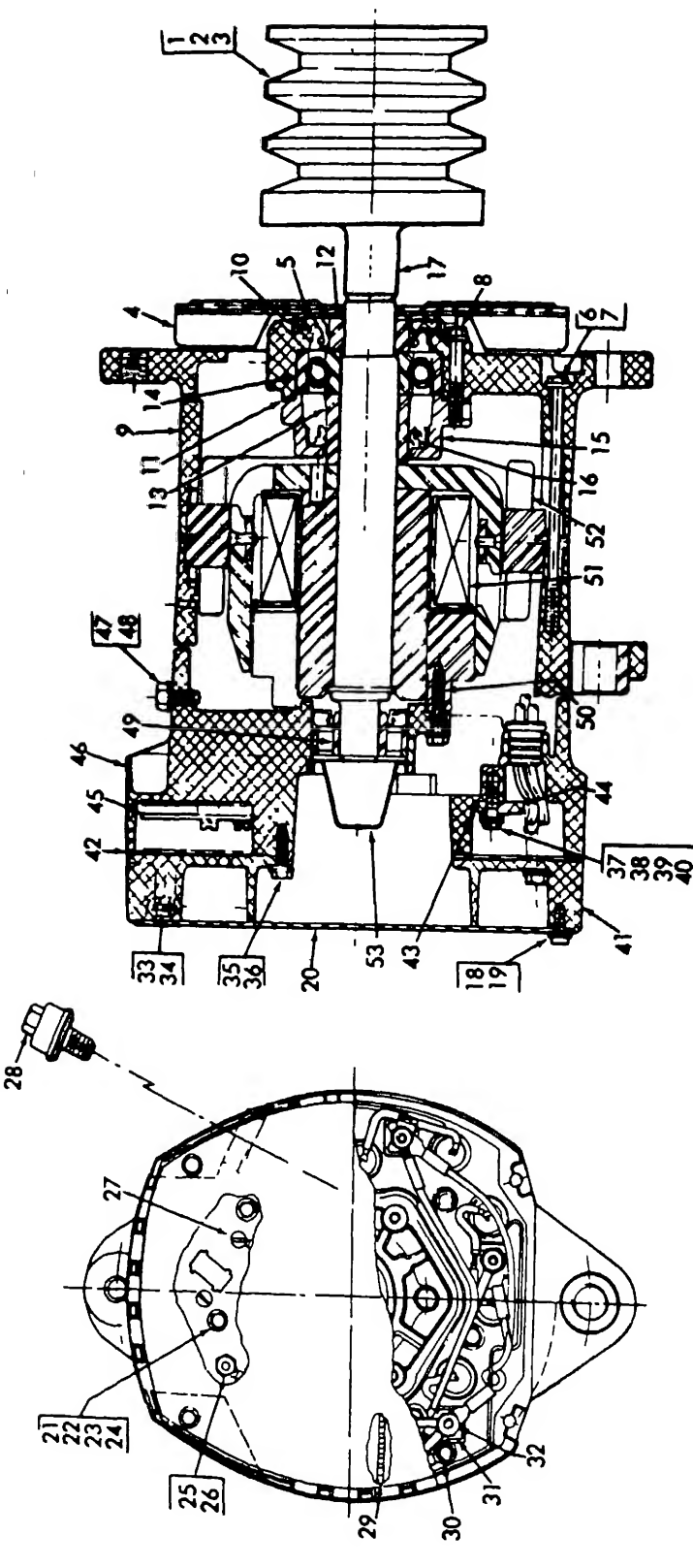
Do not strike the diode, as shock may damage it and the other diodes. Use only those diodes listed in the parts list for these units. Never use substitutes.

(2) Stator check.

(a) Use a 110-volt test lamp or an ohmmeter. If the lamp lights or if the meter reading is low when connected from any stator lead to the ground, the windings are grounded. See figure 3-1184. If the lamp fails to light or if the meter reading is high

when successively connected between each pair of stator leads, the windings are open.

(b) A short circuit in the stator windings is difficult to locate without laboratory test equipment due to the low resistance of the windings. If all other electrical checks are normal and the generator fails to supply rated output, shorted stator windings are indicated. To replace the stator, separate drive end frame from rectifier end frame, and pull leads and grommet through hole. Place grease on grommet and pull into hole during reassembly.



ME 2410-233-34P/37B

- 1 Nut
- 2 Washer
- 3 Pulley
- 4 Fan and baffle assy
- 5 Shingles
- 6 Screw (4)
- 7 Lockwasher (4)
- 8 Screw (4)
- 9 Flame
- 10 Seal
- 11 Gasket
- 12 Collar
- 13 Collar
- 14 Bearing

- 15 Retainer assembly
- 16 Seal
- 17 Rotor assembly
- 18 Capcrew (4)
- 19 Lockwasher (4)
- 20 Cover plate
- 21 Screw (2)
- 22 Lockwasher (2)
- 23 Washer (3)
- 24 Lockwasher (2)
- 25 Nut
- 26 Lockwasher
- 27 Screw assembly

- 28 Stud assembly
- 29 Grommet
- 30 Capcrew
- 31 Lead assembly
- 32 Nut (3)
- 33 Screw (2)
- 34 Lockwasher (2)
- 35 Capcrew (4)
- 36 Lockwasher (5)
- 37 Capcrew (4)
- 38 Washer (4)
- 39 Washer (4)
- 40 Insulator (4)

- 41 Cover
- 42 Gasket
- 43 Insulation
- 44 Heat sink assembly
- 45 Regulator assembly
- 46 Housing assembly
- 47 Screw
- 48 Lockwasher
- 49 Race
- 50 Screw (3)
- 51 Collar
- 52 Stator assembly
- 53 Bearing cover

Figure 3-118.3A. Alternator.

(3) *Regulator replacement or repair (fig 3-118.4).* Disconnect the three identically colored regulator leads. The regulator may be replaced by removing the attaching screws and disconnecting the regulator lead from the heat sink (see figure 3-118.5). If previous checks indicate the regulator should be repaired, proceed as follows

NOTE

Some 24- and 32-volt regulator models have a permanently-connected separate transistor mounted onto the rectifier end frame. Regulators may differ in appearance, but the various types are completely interchangeable.

(a) The panel is shown without the sealing compound so the seven serviceable parts can be easily identified (fig. 3-118.5).

(b) Remove screw, transistor TR1, and pry apart heat sinks and panel board with screwdriver.

(c) Carefully inspect printed circuit for poor solder joints

(d) Carefully inspect for broken parts.

(e) Check components as follows (fig. 3-118.5). Using 1 1/2-volt ohmmeter on low scale Reverse leads to get (2) readings. Scratch hard with sharp instrument to break through transparent coating over solder to make ohmmeter contact.

(f) Use 50-watt soldering gun for soldering operations

1 *Tapswitch and heat sink assembly* Turn slotted screw with screwdriver to 5 positions. If screw is loose, replace assembly. Also replace assemblies having brass slotted screw and attaching nut even if screw is not loose. New assemblies have aluminum slotted screw and no attaching nut. Make sure switch is epoxied to heat sink

2 *Resistor R5* If any reading is over 1 ohm, replace resistor. Cut away sealing compound with sharp blade

3 *Transistors* Test transistors with ohmmeter, reversing probes to obtain readings. Readings should give one low reading and one high reading. If not, replace transistor

NOTE

The replacement transistor may be a small black unit with a red dot and a flat side. When assembled, the flat side should face towards diodes D1, D2, and D3 (See fig 3-118.5).

4. *Capacitor C1* Visually inspect for broken leads.

(f) If no defects have been found, replace complete regulator assembly

(g) If regulator was repaired, reassemble as follows:

1. If heat sink is reused, burn away with soldering iron old epoxy separating heat sink from panel board. Apply new epoxy at all four (4) locations on old or new heat sink (fig 3-118.5)

NOTE

Keep opposite side of heat sink (except under tap switch) perfectly clear and free of epoxy and rubber seal (fig 3-118.5)

2. Using 4 insulators, assemble heat sink, panel board, and transistor TR1. Use silicone grease, available commercially, on both sides of mica insulator located between transistor and heat sink

3. Apply sealing compound as shown in figure 3-118.6 around components using Dow Chemical RTV Silastic 732 silicone rubber seal or equivalent. Keep metal clips perfectly clean and free of rubber seal

(h) Test regulator to see if it works. If defective, replace complete regulator assembly

(4) *Bearing replacement and lubrication* Bearings normally will operate between engine overhaul periods without attention. At time of engine overhaul, the bearings and seals should be replaced and a fresh supply of lubricant added to the reservoirs

(a) *Drive end bearing replacement*

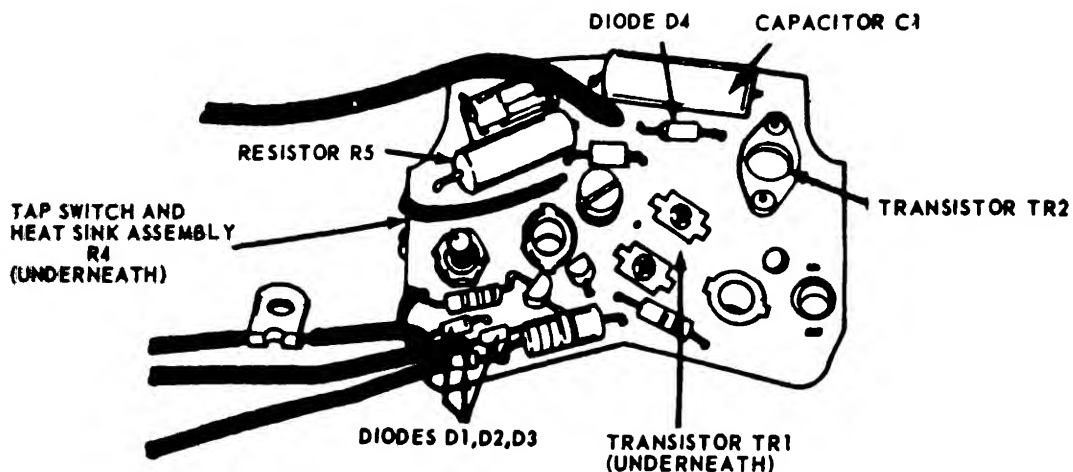
1 Remove the shaft nut, washer, pulley, fan, slinger, and the four retainer plate bolts (6, fig 3-118.3A)

2 Remove the rotor and bearing assembly from the end frame

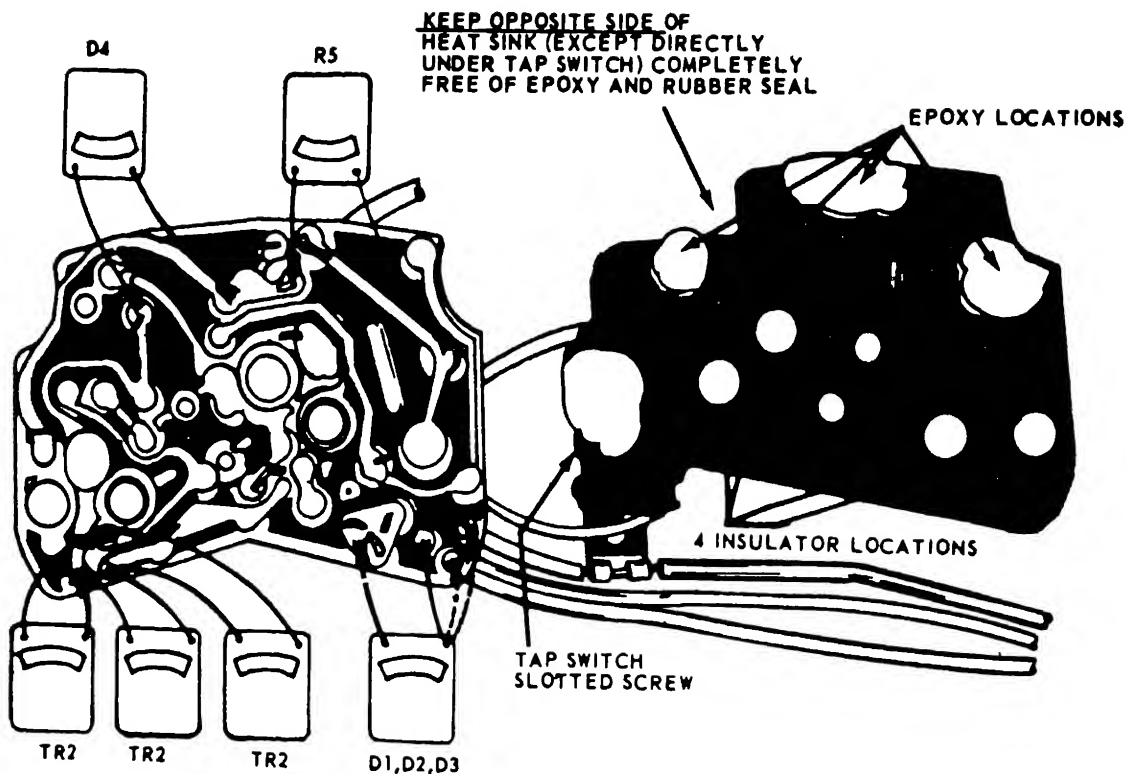
3 Pull the bearing from the rotor shaft, separate retainer plate and collar from shaft, and discard seals in retainer plate and end frame

4 Add lubricants so each reservoir between the bearing and seal will be only three-quarters full after assembly. Arrange the lubricant so at least a portion will contact the bearing after assembly, otherwise the oil in the lubricant will not bleed to the bearing. Add lubricant to each seal lip and fill the cavity between the rubber lip and steel case of each seal with lubricant. The seals must be assembled so the seal lip is toward or next to the bearing

5 Lubricate collar, then install collar and retainer plate. Press against inner race only to install the new bearing onto the shaft against the collar



A. PANEL BOARD ASSEMBLY



B. CHECKING COMPONENTS

ME 2410-214-35/3-118.5 C1

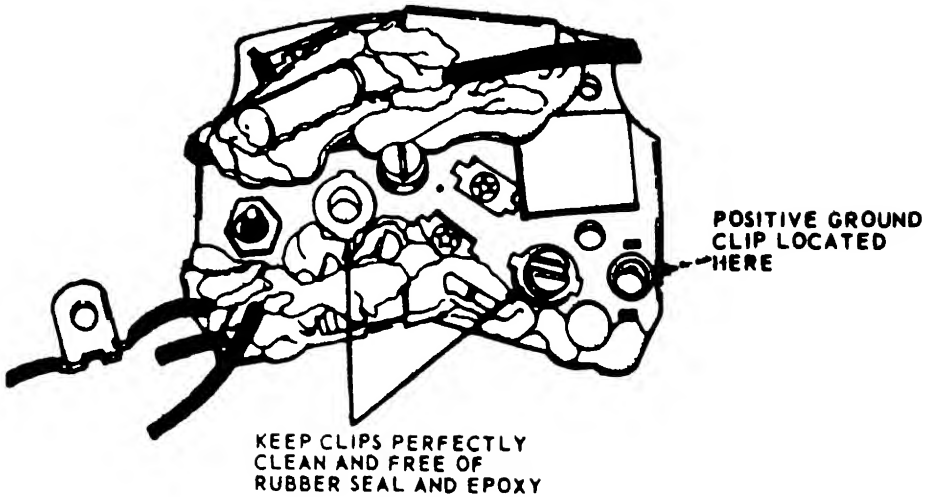
Figure 3 118 5 Checking components and transistors



A. CHECKING TRANSISTOR
FOR SHORTS

A. CHECKING TRANSISTOR TRI

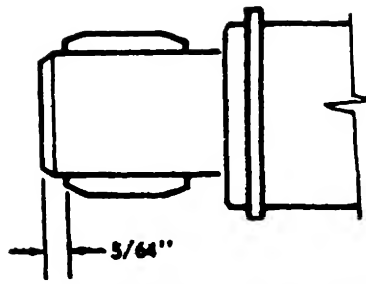
PROPER APPLICATION OF
RUBBER SEAL SHOWN



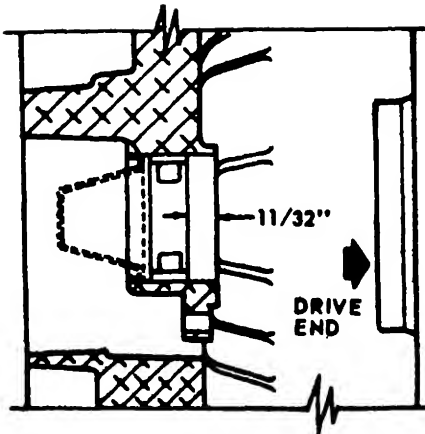
B RUBBER SEAL APPLIED

ME 2410-214-35/3-118.6 C1

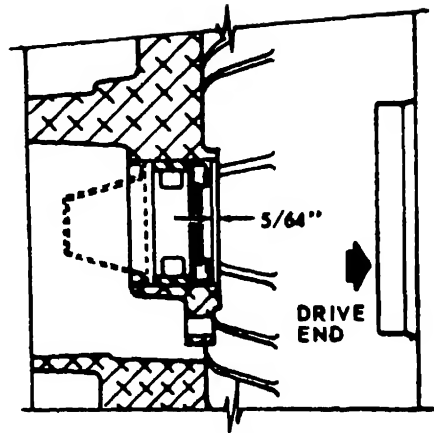
Figure 1118.6 Transistor checking



A. INNER RACE LOCATION



B. BEARING LOCATION



C. SEAL LOCATION

ME 2410-214-35/3-118.7 C1

Figure 3-118 7 Inner race, bearing and seal locations

6. The remaining assembly procedure is the reverse of disassembly.

(b) Rectifier end bearing replacement

1. Pull the old inner race from the shaft, and press the new inner race on the shaft to the dimension shown in figure 3-118 7

2. Discard the old seal, and push the old bearing out of the housing from inside toward the outside

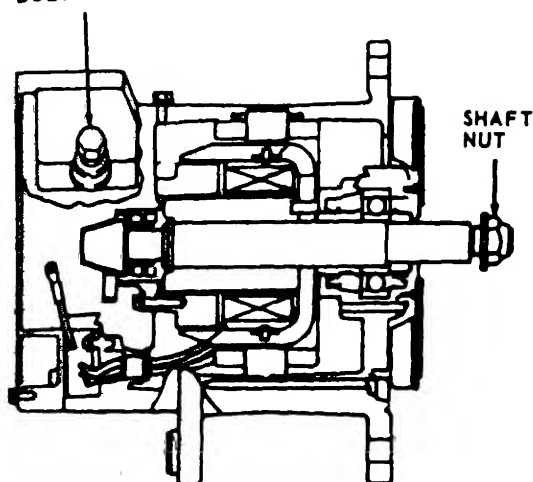
3. Push against the race only to install the new bearing to the dimension shown in figure 3-118 7. To facilitate the installation heat the end frame in an oven to 200F to 300F. This will not damage the regulator

4. Add lubricant to the bearing well cover only three-quarters full. Arrange the lubricant so least a portion will contact the bearing after assembly, otherwise the oil in the lubricant will not bleed to the bearing. Press the cover into the housing

5. Add lubricant to seal lip and fill the cavity with lubricant between the rubber lip and steel cavity of the seal. Install the seal with the lip toward the bearing. See figure 3-118 7

f Reassembly Reassembly procedures are the reverse of disassembly. Torque the shaft nut to 70-110 lb-ft (fig 3-118 8). Torque the output terminal bolt 10-11 lb-ft when attaching cable (see table 1-4)

OUTPUT
TERMINAL
BOLT



ME 2410-214-35/3-118.8 C1

Figure 3-118.8. Alternator reassembly, showing shaft nut and output terminal bolt

Page 105, *Caution*. Change last sentence of paragraph to read "Any foreign material left in the torque converter fluid system will be circulated through the transmission lubrication valves and into the transmission lubricant circuit."

Page 107, column 2. Delete 3 lines beginning with "system" and ending with "circuit."

Page 172, paragraph 3-59b The following sentence is added at the end of subparagraph (1). "Replace sprocket segment rim tips if they are sharpened to a point (fig 3-298.1)."

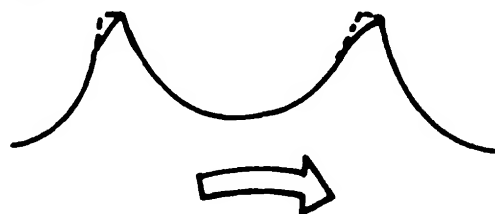
Figure 3-298.1 is added after paragraph 3-59.

Replace the rim when the tips have been sharpened to a point like this,



It is worn to the point where bushings may jump teeth in the sprocket before reaching their service limit and greatly increase external wear on the bushings. At this point, sprocket pitch has probably been reduced too much to match properly with pin and bushing pitch.

Tip wear of this type does not require sprocket rerimming.



This wear is caused by dirt packing in the sprocket teeth or around the bushings, temporarily increasing sprocket pitch. Normally, this condition occurs only when sprockets, pins, and bushings are new. The problem is relieved after some internal wear has taken place. Because sprocket pitch has changed very little, if at all, there is no need to replace the sprocket rim.

ME 2410-214-35/3-298.1 C1

Figure 3-298.1 Sprocket segment rim tip wear

Page 179, figure 3-317. Change figure legend to read "Adjusting sprocket hub bearings." and change item 1 "Retaining nut" to read "Adjusting nut".

Page 180, paragraph 3-64. Change paragraph head to read "Sprocket Hub Bearing Adjustments"

Paragraph 3-64a, line 4. Change "sprocket support bearings" to read "sprocket hub bearings"

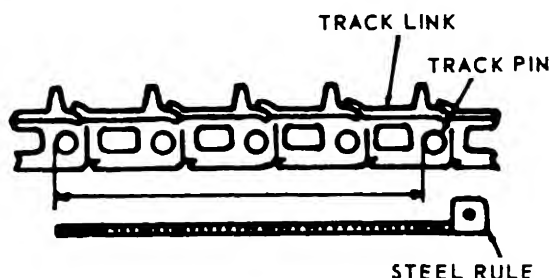
Paragraphs 3-64b and c. Change "Retaining nut" to read "adjusting nut"

Paragraph 3-67. The following note is added before subparagraph a.

NOTE

Before removal of track assembly, measure pin and bushing wear (fig. 3-318.1).

Figure 3-318.1 is added after note



Measure from the side of any pin across four links to the same side of the fourth pin. Divide the measurement by 4 to determine present pitch length.

The sections measured should not be within two sections of the master pin and should be on the top half of the track rather than on the ground. Before measuring, take up the slack in the top half of the track by placing an old track pin in a sprocket tooth and backing up the tractor.

The measurement should be repeated, including the master track section, to determine whether the master pin and bushing should be replaced. In cases where master pins and bushings wear much faster than the other pins and bushings, they should be replaced once between pin-and-bushing turning or pin-and-bushing replacement.

Track pins and bushing measurement-new 34.04 inches.

Turn pins and bushings when measurement is 34.52 inches.

Replace pins and bushings when measurement is 34.64 inches.

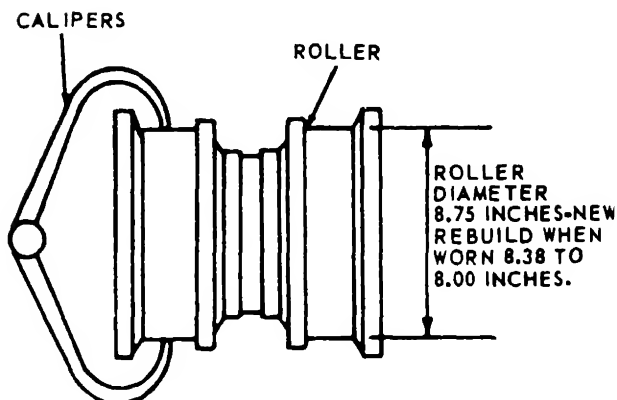
ME 2410-214-35/3-318.1 C1

Figure 3-318.1 Measuring pin and bushing wear

Page 185. Paragraph 3-68b(8) is added.

(8) Measure roller wear (fig. 3-330.1). Repair roller when control surface of roller is worn to 8.38- to 8.00-inches in diameter. The roller will be repaired by welding an overlay on the wear surface. Replace rollers worn to a diameter of 8.00 inches or less, or rollers uneconomical to repair.

Figure 3-330.1 is added after paragraph 3-68b(8).



Use calipers to measure roller tread. The diameter thus obtained, when subtracted from the roller diameter when new, will indicate wear along the tread surface.

ME 2410-214-35/3-330.1 C1

Figure 3-330.1 Measuring roller wear

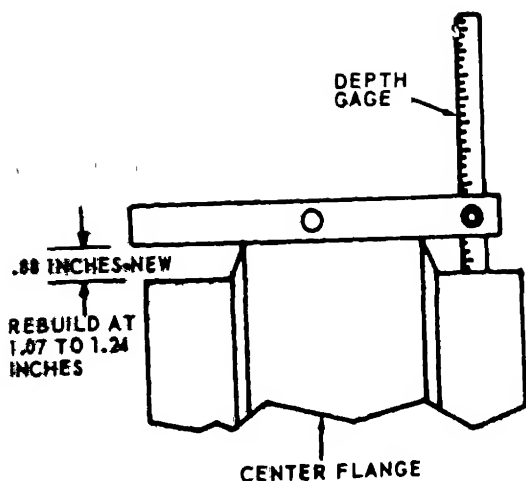
Page 186 Paragraph 3-69b(13) is added

(13) Measure roller wear as instructed in paragraph 3-68b(8) Repair or replace as necessary

Page 188 Paragraph 3-70b(6) is added

(6) Measure idler tread wear (fig. 3-337.1) Idle center flange height new is 0.88 inch. When contact area is worn to 1.07- to 1.24-inches, repair by welding an overlay on wear surface

Figure 3-337.1 is added after paragraph 3-70b(6)



Page 222, paragraph 3-87. In paragraph heading, (Serial Nos 75E1301 UP) is rescinded.

Page 223, figure 3-403. In figure legend (Serial number 75E1301 UP) is rescinded.

Idle wear can be determined by comparing the measured height of the center flange with the new height shown on the wear chart.

CAUTION: If the center flange is worn you will not get an accurate measurement.

ME 2410-214-35/3-337.1 C1

(wear)

By Order of the Secretary of the Army:

Official:

VERNE L. BOWERS

Major General, United States Army
The Adjutant General

CREIGHTON W. ABRAMS
General, United States Army
Chief of Staff

Distribution:

To be distributed in accordance with DA Form 12-25B, (qty rqr block no. 479) Direct and General Support maintenance requirements for Tractor, Tracked Medium.

TECHNICAL MANUAL }
 No. 2410-214-35 }

HEADQUARTERS
 DEPARTMENT OF THE ARMY
 WASHINGTON, D.C., 7 February 1969

DIRECT SUPPORT, GENERAL SUPPORT, AND DEPOT MAINTENANCE MANUAL

TRACTOR, FULL TRACKED, LOW SPEED: DIESEL ENGINE DRIVEN; MEDIUM DRAWBAR PULL; OSCILLATING TRACK; 78-INCH GAGE (CATERPILLAR MODEL D-7) FSN 2410-782-1130

	Paragraph	Page
CHAPTER 1. INTRODUCTION		
Section I. General	1-1, 1-2	3
II Description and data	1-3, 1-4	3
CHAPTER 2 GENERAL MAINTENANCE INSTRUCTIONS		
Section I. Repair parts, special tools, and equipment	2-1-2-3	15
II. Troubleshooting	2-4	16
III Removal and installation of major components	2-5, 2-6	17
CHAPTER 3 REPAIR INSTRUCTIONS		
Section I. Engine	3-1-3-15	20-44
II Engine accessory drive and governor	3-16-3-20	49-58
III. Fuel system	2-21-3-25	62-69
IV. Electrical system	3-26, 3-27	78, 80
V. Engine cooling system	3-28-3-32	85-91
VI Engine lubrication system	3-33-3-37	97-99
VII Torque divider and transmission	3-38-3-48	101-138
VIII Steering clutches, brakes, and bevel gear	3-49-3-54	146-160
IX Final drive	3-55-3-65	162-180
X Track roller frame and tracks	3-66-3-76	180-195
XI Chassis and main frame	3-77, 3-78	195, 196
XII Hydraulic system	3-79-3-87	198-222
XIII Winch	3-88-3-92	224-228
XIV Ripper	3-93, 3-94	231
APPENDIX REFERENCES		
INDEX		

CHAPTER 1

INTRODUCTION

Section I. GENERAL

1-1. Scope

This manual contains instructions for the use of direct and general support, and depot maintenance personnel maintaining the Caterpillar Model D-7 Tractor as allocated by the Maintenance Allocation Chart. It provides information on the maintenance of the equipment which is beyond the scope of the tools, equipment, personnel, or supplies normally available to organizational level maintenance personnel.

1-2. Forms and Records

a. DA forms and procedures used for equip-

ment maintenance will be only those prescribed by TM 38-750, Army Equipment Record Procedures.

b. The reporting of errors, omissions, and recommendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028 (Recommended Changes to DA Publications) and forwarded direct to the Commanding General, U.S. Army Mobility Equipment Command ATTN: AMSME MPP, 4300 Goodfellow Boulevard, St. Louis, Mo 63120

Section II. DESCRIPTION AND DATA

1-3. Description

A general description of the Model D-7 tractor and information pertaining to the identification plates are contained in TM 5-2410-214-12. A more detailed description of specific components and assemblies is contained in the applicable sections of this manual. Detailed descriptions of the components of the Model D-7 tractor are provided in the applicable maintenance paragraphs of this manual.

1-4. Tabulated Data

a. *General* This paragraph contains all maintenance data pertinent to direct and general support and depot maintenance personnel

b. *Nut and Bolt Torque Data*

Cylinder head

5/8-inch nuts (first time)	60 lb-ft
7/8-inch nuts (first time)	150 lb-ft
5/8-inch nuts (second time) ..	120 lb-ft
7/8-inch nuts (second time)	300 lb-ft

Accessory drive retainer nut

torque

Camshaft gear retainer bolt torque ..

Connecting rod bolt nuts torque

Main Bearing stud nut torque

5/8-inch stud nuts

7/8-inch stud nuts

Crankshaft pulley retaining

screw torque

Flywheel retaining bolt torque

Flywheel housing bolt and nut

torque

Fuel injection line nut torque

Fuel injection nozzle retaining

nut torque

Fuel injection precombustion

chamber torque

Fuel transfer pump drive gear

retaining nut torque

Balancer gear retaining nut

torque

Balancer bracket assembly bolt

torque

Balancer front support bracket

bolt torque

3/8-inch

1/2-inch

Timing gear housing bolt torque ..

Turbocharger

Torque on impeller housing

band clamp

Torque on turbine housing

bolts

Torque on thrust plate assembly

retaining bolts

Torque on impeller nut (para

3-25) Initial (hot)

Final (room temperature or

150° max) push additional

turn of

Turbocharger-to-manifold
bolt torque using anti-seize
compound 36—44 lb-ft

Water pump impeller retaining
nut torque 70 lb-ft

Torque divider
Scavenge pump:
Drive gear-to-shaft re-
taining nut torque 36—44 lb-ft

Transmission hydraulic controls:
Control valve-to-transmission
retaining bolt, torque 32—38 lb-ft

Safety valve-to-directional
valve, torque (installed
using liquid lock) 35—45 lb-ft

Pressure control valve
cover-to-body retaining
bolts, torque 32—38 lb-ft

Transmission:
Clutch housing retaining
bolts 80—90 lb-ft

Transmission case to transfer
gear case retaining nut 70—80 lb-ft

Bearing cage to No 1
carrier retaining bolt 37—43 lb-ft

Bearing cage to No 2
..... 37—43 lb-ft

.....-to-shaft retaining
nut, torque 118—142 lb-ft

Ripper
Mounting bracket stud nut 1500 lb-ft

Hydraulic cylinder piston rod
nut 1600±120 lb-ft

Steering clutch
Steering clutch hub-to-
steering clutch inner drum
bolt, torque 180—220 lb-ft

Steering clutch outer drum-to-
pinion flange bolt, torque 180—220 lb-ft

Clutch plate bolt 600—700 lb-ft

Final drive
Track roller frame outer
bearing retaining nut
torque 500—600 lb-ft

Final drive case-to-steering
clutch and bevel gear
case bolt, torque 200—220 lb-ft

Final drive flange-drum
screw 180—220 lb-ft

Track rollers and track carrier
rollers
Lubrication plug, torque 110—140 lb-ft

Front idlers and recoil springs
Taper lockpins bolt torque
Initial to seat parts 65 lb-ft

Hammer lock pins into
place, then tighten to
torque value of 65—85 lb-ft

Lubrication plug torque 110—140 lb-ft

Fill valve torque 20—30 lb-ft

Ball check valve torque 20—30 lb-ft

Relief valve torque 20—30 lb-ft

Track
Track shoe bolt torque 180—260 lb-ft plus
additional $\frac{1}{2}$
turn

Minimum torque after
 $\frac{1}{2}$ turn 420 lb-ft

c *Repair and Replacement Standards* Tables 1-1, 1-2, and 1-3 list manufacturer's dimensions, tolerances, clearances, and the maximum allowable wear and clearance

d *Electrical System Schematic Diagram* Figure 1-1 shows the schematic wiring diagram for this tractor

Table 1-1 Engine Repair and Replacement Standards

Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear and clearance
	Minimum	Maximum	Minimum	Maximum	
ACCESSORY DRIVE SHAFT					
Backlash between accessory drive gear and camshaft gear	-----	-----	0 002	0 008	
Accessory drive shaft journal diameters (front and rear)	1 4335	1 4345			
Accessory drive shaft bearing clearance	-----	-----	0 0015	0 0035	0 007
Accessory drive shaft end clearance	-----	-----	0 006	0 008	0 015
CAMSHAFT					
Bearing journal diameter	2 619	2 620			
Bearing clearance	-----	-----	0.003	0 006	0 010
End clearance	-----	-----	0.010	0 020	0 035
Gear backlash (camshaft to crankshaft)	-----	-----	0 003	0 017	
COMPRESSION RELEASE					
Distance between rocker arm and lifter rod	-----	-----	0 025	0 030	
CONNECTING ROD					
Connecting rod bearing clearance (measured vertically)	-----	-----	0.0042	0.0071	0 012
Center to center distance	14.999	15.001			
Piston pin bearing should be machined to ID of	2 3910	2 3915			

Table 1-1. Engine Repair and Replacement Standards—Continued

Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear and clearance
	Minimum	Maximum	Minimum	Maximum	
CRANKSHAFT					
Main journal diameter	3.749	3.750			
Main bearing clearance			0.0039	0.0070	0.010
End clearance			0.016	0.020	0.035
Connecting rod journal diameter	3.624	3.625			
Permissible journal wear					0.006
Permissible out-of-roundness (journal)					0.005
CYLINDER BLOCK					
Main bearing original bore dimension	4.1188	4.1148			
CYLINDER LINER					
Inside diameter	5.750	5.751			
Permissible liner wear (increase in diameter at top of ring travel).					0.080
Liner flange thickness	0.489	0.500			
Counterbore dimension in block	0.492	0.494			
FUEL INJECTION EQUIPMENT					
Fuel injection pump timing (before top center)	13°				
Fuel injection pump lifter setting (one engine with piston at top center)	1.8140 ± .004.				
Fuel injection pump lifter setting (off engine)	1.8815 ± .001.				
Fuel pump plunger length	2.7571	2.7577			
Permissible wear (decrease in length of plunger)					0.005
Injection nozzle orifice	0.0249	0.0249			
(Use 5B2178 drill for cleaning).					
Fuel injection camshaft bearing bore	1.4330	1.4340			
Camshaft bearing clearance					0.010
FUEL TRANSFER PUMP					
Clearance between gears and covers, total			0.0010	0.0020	
Bearing bore	0.4950	0.4955			
Bearing clearance			0.001	0.002	0.005
GEAR-TYPE BALANCER					
Balancer drive shaft:					
Front bearing ID	1.230	1.231			0.008
Rear bearing ID	0.8125	0.8135			0.008
Shaft diameter—front	1.227	1.228			
Shaft diameter—rear	0.8105	0.8115			
Balancer weight bearing diameter	1.5005	1.5015	0.0020	0.0035	0.007
Balancer drive shaft end clearance			0.006	0.013	
Idler gear shaft diameter	1.4975	1.4980			
Idler gear bearing clearance			0.0020	0.0035	
GOVERNOR					
Backlash between bevel drive and driven gears			0.002	0.006	
Clearance between top cover bearing and shaft			0.001	0.003	0.005
Dimension (X)—see text 2.125—2.145.					
Decelerator low idle speed adjustment	600-700 rpm				
OIL PUMP					
Clearance between gears and end covers			0.002	0.004	
Drive gear shaft diameter	0.7405	0.7410			
Bearing bore	0.743	0.744	0.0020	0.0035	0.006
PISTON PINS					
Clearance in piston pin bearing			0.001	0.002	0.006
Clearance in piston			0.0004	0.0010	0.006
PISTON RINGS					
Piston ring side clearance:					
Top ring			0.0050	0.006	0.012

Table 1-1. Engine Repair and Replacement Standards—Continued

Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear and clearance
	Minimum	Maximum	Minimum	Maximum	
2d ring	---	---	0 0030	0 0045	
Oil ring	---	---	0 0015	0 0030	
Ring gap, top	---	---	0.023	0.028	
Ring gap, 2d	---	---	0.021	0 031	
Ring gap, oil	---	---	0 015	0 025	
REAR POWER TAKEOFF DRIVE SHAFT					
Backlash					
Oil pump drive gear to oil pump driven gear	---	---	0 002	0.016	
Power takeoff shaft drive gear to camshaft gear	---	---	0.003	0.016	
Bearing clearance	---	---	0 003	0 006	0.010
End clearance	---	---	0.010	0.020	0 035
ROCKER ARM BEARINGS					
Clearance between shaft and bearings	---	---	0.0020	0 0035	0.010
ROCKER ARM SHAFT SUPPORT BRACKET					
Bracket bore	2.249	2 250			
Sleeve diameter	2.244	2.246	---	---	0.010
SERVICE METER					
Permissible bearing clearance	---	---	---	---	0 012
Turbocharger (AiResearch T12)					
Shaft end clearance	---	---	0.006	0 011	0.013
Permissible bearing clearance (satisfactory if impeller wheel and/or turbine wheel have not rubbed housing or housings.					
Bearing diameter (ID)	6268	6272			
Bearing diameter (OD)	9780	9785			
Journal diameter	6250	6254			
Housing bore diameter	9827	9832			
Depth from face-of-plate to thrust bearing	---	---	3975	4005	401
Thrust collar thickness	299	300			
Minimum thrust collar thickness	---	---			298
Thrust bearing thickness	090	092			
Oil seal ring gap	---	---	003	008	
VALVE AND VALVE SEAT SPECIFICATIONS					
Valve seat angle	45°	45°			
Valve guide length	5 252	5 252			
Valve seat insert diameter	2 5025	2 5035			
Bore for valve seat insert	2 4995	2 5005			
Valve head diameter—					
Inlet	2 338	2.348			
Exhaust	2.277	2 287			
Outside diameter of valve seat face (new)—inlet	2 296	2 296			
Exhaust	2 244	2.244			
Outside diameter of valve seat face (after reconditioning).					
Inlet		2.318			
Exhaust		2.257			
Stem diameter	4950	4960			
Valve guide bore—inlet	499	.501			
Exhaust	500	502			
Valve lip thickness—inlet	.141				
Exhaust	.094				
Measurement from top of valve to face of head with valve seated—inlet.	134	.185			
Exhaust					
Depth of bore for valve seat inserts	076	.130			
Valve seat width—inlet	.508	.510			
Exhaust		.145			
Valve face angle		.185			
	44 1/4°	44 1/4°			

Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear and clearance
	Minimum	Maximum	Minimum	Maximum	
VALVES					
Valve stem clearance in guide	-----	-----	-----	-----	0 009
Exhaust valve clearance (hot)	-----	-----	0 020	0 020	
Inlet valve clearance (hot)	-----	-----	0.016	0.016	
VALVE LIFTERS					
Lifter diameter	0.996	0 997			
Bearing bore	0.999	1 000	-----	-----	0 008
VALVE SPRING					
Outer:					
Pounds force	62-68				
When compressed to	2 7/32 in.				
Inner:					
Pounds force	19-21				
When compressed to	1 51/64 in.				
VALVE TIMING					
With valve clearances set correctly hot, dial indicator mounted above valve stem, reading taken with valve .075 in off its seat					
Exhaust opening (BBC)	33°2'				
Exhaust closing (ATC)	1°28'				
Inlet opening (ATC)	3°58'				
Inlet closing (ABC)	14°28'				
WATER PUMP IDLER GEAR					
Backlash					
Water pump idler gear to water pump drive gear	-----	-----	0 004	0 016	
Waterpump idler gear to camshaft gear	-----	-----	0 003	0 019	
Shaft diameter	1 4320	1 4325			
	1 4940	1 4945			
Bearing clearance	-----	-----	0 0045	0 0060	0 008
WATER TEMPERATURE REGULATOR					
Opening temperature 177°-182°F					
Fully open temperature 205°F					

¹ Measure valve guide bore in portion of guide which is pressed into cylinder head closest to valve head

² If valve seat face exceeds the maximum width after grinding, narrow the seat face by using 15° stone or fly cutter

Table 1-2 Power Transmission Units Repair and Replacement Standards

Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear and clearance
	Minimum	Maximum	Minimum	Maximum	
Torque Divider					
Engine rpm at torque converter stall ...	755-885				
Converter type	single stage				
Converter size	21 in				
Clearance between torque converter stator and turbine (see text for correct method of measuring)			0 012	0.018	0 030
Clearance between torque converter stator and impeller, (see text for correct method of measuring)			0 009	0 015	0 024

Table 1-2 Power Transmission Units Repair and Replacement Standards—Continued

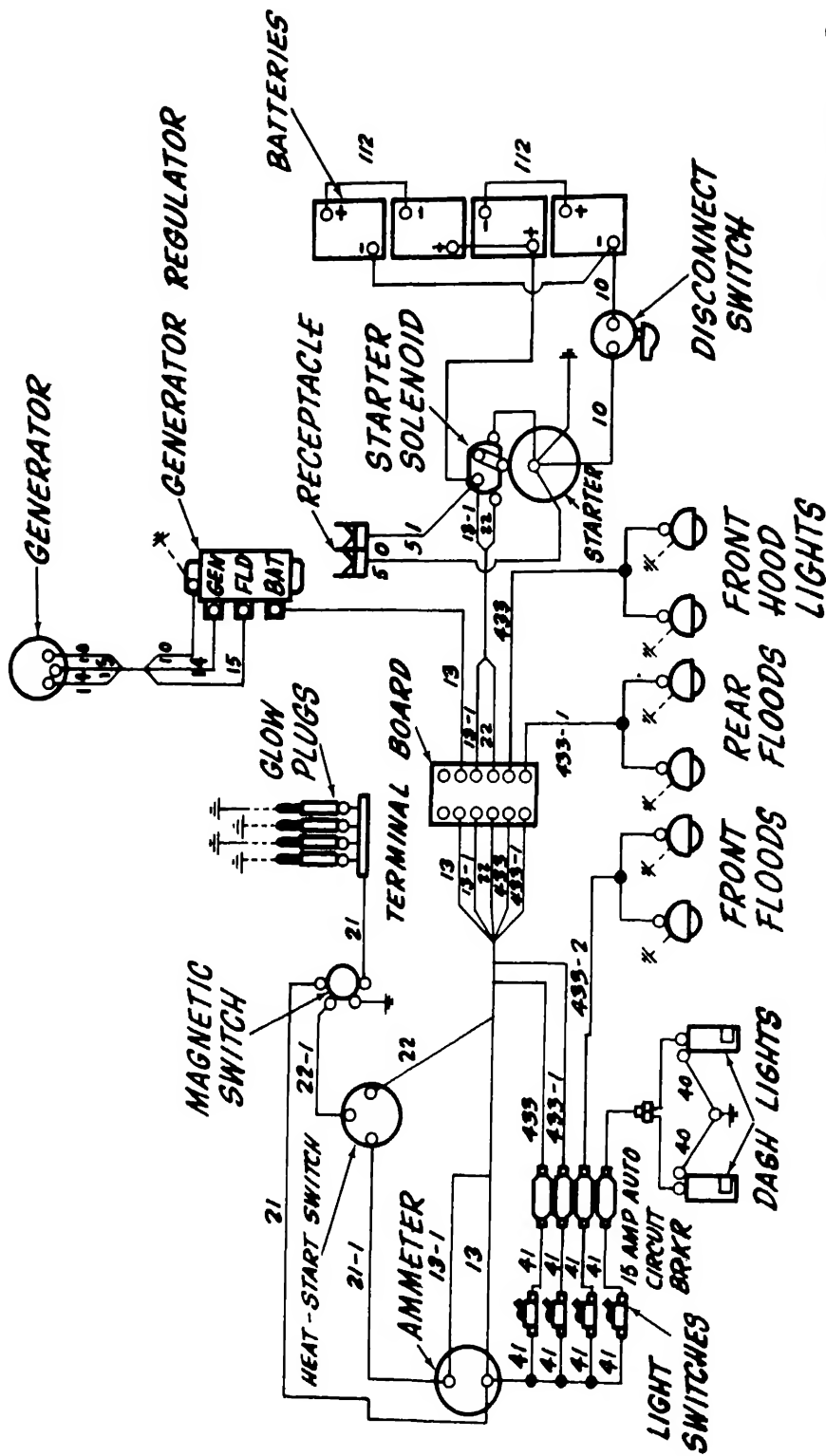
Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear in clearances
	Minimum	Maximum	Minimum	Maximum	
Torque converter inlet relief valve:					
Mounting location		Upper front face of transmission case			
Set to bypass		4-6 gpm			
At pressure of		110-120 psi			
Inlet relief valve spring:					
Pounds force		19.1-22.5			
When compressed to		1.77 in.			
Free length after test		2.42 in.			
Spring diameter75 in.			
Torque converter outlet relief valve:					
Mounting location		Lower rear face of torque di- vider housing.			
Set to bypass		19-21 gpm			
At pressure of (when converter is stalled)		40-44 psi			
		36.38-42.70			
		2 in.			
		2.98 in.			
		.88 in.			
5 pump.					
		Gear			
Capacity (scavenge)		18.0 gpm			
(Circulating)		21.3 gpm			
Based on speed of		2,480 rpm			
Pressure (circulating)		40 psi			
Transmission hydraulic controls:					
Safety valve spring ((3), fig 3-195)					
Pounds force		36-44			
When compressed to		5.74 in.			
Free length after test		8.20 in.			
Spring diameter		1.44 in.			
Check valve spring ((4), fig. 3-194)					
Pounds force		38.5-45.1			
When compressed to		3.19 in.			
Free length after test		4.38 in.			
Spring diameter81 in.			
Pressure control valve spring ((17), fig 3-194)					
Pounds force		22.5-26.9			
When compressed to		4.51 in.			
Free length after test		4.77-4.89 in.			
Spring diameter784-.816 in.			
Control linkage adjustment:					
Dimension between washer and lever on selector lever control shaft (see text for correct method of adjusting)002-.022 in.			
Dimension between centerline of transmission hydraulic control shafts and face of lever on selec- tor lever control shaft (see text for correct method of adjusting) ..		1.98 in.			
Transmission					
Transmission clutches:					

Component	Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear and clearance
	Minimum	Maximum	Minimum	Maximum	
No 1 clutch, No 3 clutch, and No 4 clutch.					
Overall width of 3 new disc assemblies and 2 new plates		1 142-1.202 in.			
No 2 clutch					
Overall width of 4 new disc assemblies and 3 new plates		1 605-1.692 in.			
No 5 clutch					
Overall width of 2 new disc assemblies and 1 new plate		679-712 in.			
Clutch piston release springs Nos. 1 and 2 clutches					
Pounds force		28.60-33 60 in.			
When compressed to		4 094 in			
Free length after test		5.094 in.			
Spring diameter		563 in			
Clutch release springs Nos 3, 4, and 5 clutches					
Pounds force		26 45-31 05			
When compressed to		1 884 in			
Free length after test		2 469 in			
Spring diameter		563 in			
Clutch reaction pins Nos 1 and 2 clutches					
Length		5 781 in			
Clutch reaction pins Nos 3, 4, and 5 clutches					
Length		8 25 in			
Shafts (planet gear) outside diameter	1 3877	1 3883			
Bevel gear					
Bevel gear and pinion backlash as marked on pinion gear (with pinion held in forward position)			0 015	0 016	
Bevel gear bearing preload					
Shims to be removed after end clearance taken up, approximately		013 in			
Or, torque to rotate		6-7 lb-ft			
Steering clutch					
Clutch springs					
Outer					
Pounds force		286-316			
When compressed to		3 90 in			
Inner					
Pounds force		185-205			
When compressed to		3 71 in			
Steering clutch hub-to bevel gear shaft press fit, tons		35-40			
Dimension between the face of the hub and the shoulder of the bevel gear shaft when pressed on with 35-40 tons095-155 in			
Steering clutch (134 in thick discs)					
Overall width of 10 new disc assemblies and 9 new discs	2 923	3.189			

Table 1-2 Power Transmission Units Repair and Replacement Standards—Continued

Component		Manufacturer's dimensions and tolerances in inches		Desired clearance		Maximum allowable wear a clearer
		Minimum	Maximum	Minimum	Maximum	
Minimum overall width of 10 disc assemblies and 9 discs (worn) . . .	2 744 in					006
Pressure relief valve set to bypass at	350-400 psi					
Steering clutch control valve minimum pressure with clutch disengaged, engine at low idle speed . .	265-300 psi					
Steering clutch and transmission hydraulic pump						
Permissible clearance between pump shafts and bearings	-----	-----	-----	-----	-----	
Capacity at 1,760 rpm (pump speed at 1,200 rpm engine speed)	22 5 gpm					
When developing pressure of	350 psi					
Brakes						
Adjustment:						
Tighten down adjusting socket until hand is tight and back	1 turn					
p of pin and in the engaging support	-----	-----	-----	860	900	
ween front face of arrest support and center line of parking brake lever	-----	-----	-----	820	940	
Distance between front face of seat support and rear face of brake pedal	17 67-17 87 in.					
Final drive						
Flange-to-final drive pinion press fit, tons	35-40					
Dimension between face of flange and the shoulder of the pinion shaft when pressed on to 35-40 tons	094- 154 in					
Sprocket-to-hub press fit, tons	60-65					
Dimension between face of sprocket and the end of the splines on the final drive hub when pressed on to 60-65 tons	440- 560 in					
Sprocket shaft-to-case press fit, tons	55-60					
Sprocket shaft must be straight within	12 in					

Component		Maximum tolerances and dimensions in inches		Desired clearance		Maximum allowable wear and clearance
		Minimum	Maximum	Minimum	Maximum	
Track roller frame						
Inner bearing clearance	-----	-----	-----	0.012	0.015	0.040
Minimum thickness of wear strip for front idler	125 in.					
Clearance between yoke and wear plate	-----	-----	-----	0.030	0.060	
Track rollers						
Shaft clearance	-----	-----	-----	0.008	0.012	0.050
End clearance	-----	-----	-----	0.011	0.029	0.050
Permissible bend in shaft	005 in					
Track carrier rollers						
Adjustment						
Tighten nut until resistance is felt, then back off to nearest locking position						
End clearance	-----	-----	-----	0.000	0.0045	0.030
Front idlers and recoil springs						
Shaft clearance	-----	-----	-----	0.008	0.012	0.050
End clearance	-----	-----	-----	0.011	0.029	
Recoil spring (outer) free length	-----	31 17	32 23			
Recoil spring (inner) free length	-----	21 50	22 50			
Recoil springs, from rear face of front pilot to front face of rear pilot, assembled length	24 50 in					
Recoil springs, from rear face of front pilot to front face of rear pilot, installed length	25 00 in					
Clearance between frame and guides	-----	-----	-----	0.010	0.050	
Clearance between yoke and plate assembly	-----	-----	-----	0.030	0.060	
Track						
Wear (external bushing and pitch increase) on pins and bushings permissible before turning (see text)	120 in per link					
Track adjustment, sag	1-1 1/2 in					
Limit of adjusting track, measurement between stops on shaft assembly, and back of equalizer bar support not to exceed	062 in					



ME 2410-214-35/1-1 ①

Figure 1-1(1) Tractor wiring diagram (Serial nos 75E1 through 75E329, 75E560 through 75E1185).

CHAPTER 2

GENERAL MAINTENANCE INSTRUCTIONS

Section I. REPAIR PARTS, SPECIAL TOOLS, AND EQUIPMENT

2-1. Special Tools and Equipment

The special tools required to perform direct and general support and depot maintenance on the Caterpillar Model D-7 Tractor are listed in table 2-1 and TM 5-2410-214-35P. References and illustrations indicating the use of these tools are listed in the table.

2-2. Direct and General Support and Depot Maintenance Repair Parts

Direct and general support and depot maintenance

repair parts are listed and illustrated in TM 5-2410-214-35P.

2-3. Specially Designed (Fabricated) Tools and Equipment

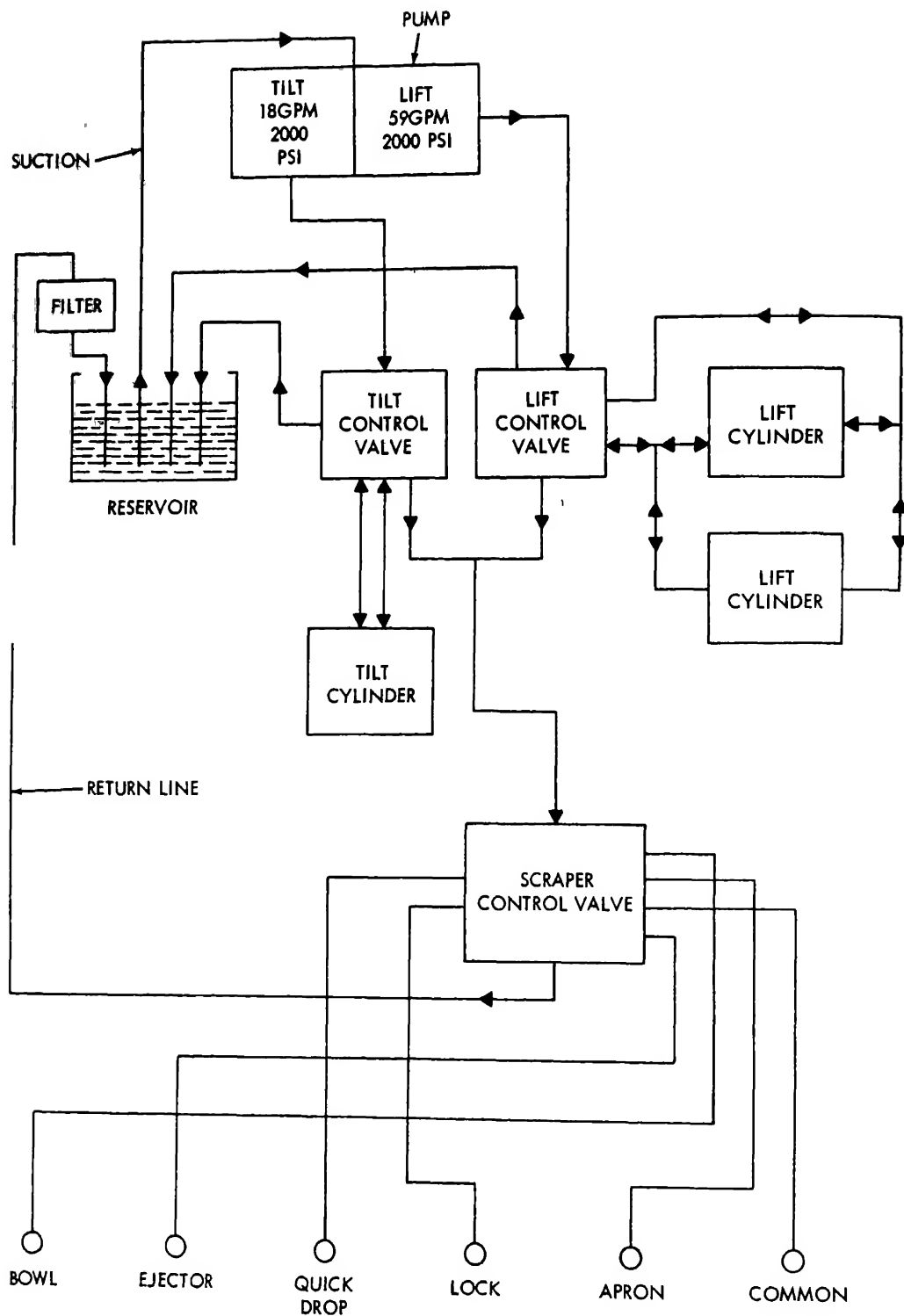
The specially designed tools and equipment listed in table 2-2 are for direct and general support and depot maintenance personnel performing major overhaul work on the D-7 tractor. The tools and equipment listed are not available for issue, but must be fabricated by direct and general support and depot maintenance personnel.

Table 2-1. Special Tools

Item	FSN or part no	Figure	Paragraph	Use
Bolt	(11083) 1A2208	3-12	3-4	Precombustion chamber removal
Spacer	(11083) 5F9072	3-12	3-4	Precombustion chamber removal
Wrench adapter 5F8353	5180-620-6235	3-12	3-4	Precombustion chamber removal
Washer 4B4285	5310-194-7315	3-12	3-4	Precombustion chamber removal
Nut L1017	5310-423-8057	3-12	3-4	Precombustion chamber removal
Screw	(11083) 6F5515	3-12	3-4	Precombustion chamber removal
Sleeve	(11083) 1M6475	3-213	3-46	Check transmission clutches operation
Reducer	(11083) 7M1293	3-238	3-48	Transmission hydraulic tests
Installer tool	(11083) 5M2162	3-315	3-63	Install metal floating ring seal
Installer tool	(11083) 5M2158	3-328	3-68	Install metal floating ring seal
		3-334	3-69	
		3-337	3-70	

Table 2-2 Specially Designed (Fabricated) Tools and Equipment

Item	Figure	Paragraph	Use
Installation tool	3-18	3-5	Install rocker arm bearings
Valve holding tool	3-20	3-5	To hold valve in place while valve spring is installed
Removal tool	3-29	3-7	Removing or installing main bearings
Tamping tool	3-99	3-23	Transfer pump seal
Tamping tool guide	3-99	3-23	Transfer pump seal
Fixture	3-104	3-25	Turbocharger repair
Adapter plate	3-104	3-25	Turbocharger repair
Holding tool	3-115		Turbocharge turbine wheel
Removal tool	3-133	3-30	Water seal case
Lifting bracket	3-159	3-40	Torque divider
Holding tools	3-325	3-67	Hold washers and spacers in master link
Guide pin	3-348	3-72	Recoil spring assembly
Driver	3-391	3-85	Lift cylinder piston relief valve removal



MEC 2410-214-35/6

Figure 1-2. Hydraulic system circuit diagram.

Section III. REMOVAL AND INSTALLATION OF MAJOR COMPONENTS

2-5. Engine

a. Removal and Installation.

(1) Remove the radiator and radiator guard as an assembly (para 3-29).

(2) Remove the seat and floor plates as described in TM 5-2410-214-12.

(3) Remove the brake pedals and brake pedal support bracket (para 3-50).

(4) Disconnect oil line ((1), fig. 2-1) winch pump pressure line (9), winch pump suction line (10), torque converter supply line (11), tilt valve pressure line (12), hydraulic pump suction line (13), and hydraulic pump pressure line (14)

(5) Remove fender bracket (3), transmission oil pump pressure line (5), bracket (6), torque converter vent line (7), U-joint (8), and fender bracket (15)

(6) Disconnect battery cables (2) at the starting motor.

(7) Disconnect the rear light wire inside junction box (4).

(8) Pull the head light wire back to the junction box (4).

(9) Disconnect the transmission lubrication line (16), drain line (17), and transmission pump oil supply line (18).

(10) Disconnect the electrical leads to the voltage regulator

(11) Remove the engine side shields

(12) Remove toolbox (19), junction blocks (21), (22), and (23)

Note Close the fuel shutoff valve at the supply tank prior to disconnecting line (20)

(13) Disconnect fuel supply line (20)

(14) Attach a suitable lifting device and hoist as illustrated in figure 2-2

Note The engine and accessories approximate weight is 5,000 pounds

(15) Remove the bolts ((1), (2), fig 2-2) securing the engine to the main frame

(16) Raise the engine slightly and check for components that may not have been disconnected.

(17) Move the engine forward and out of the machine

(18) The shims which are under the engine supports should be wired together in individual groups and replaced in their original positions when installing the engine

(19) Install the engine in the reverse order of removal

(20) After the engine has been placed in position, its alignment should be checked as recommended below

b. Engine Alignment

(1) Place the amount of shims needed between the engine supports and the tractor frame in order to align the universal joint as closely as possible.

(2) After installation of the engine and universal joint is complete, a visual check of the alignment can be made while rotating the universal joint.

(3) If the universal joint wobbles perceptibly, closer alignment is needed.

c. Misalignment.

(1) Normally misalignment can be corrected by adding or removing shims as necessary between the frame and the engine supports.

(2) If it is necessary to shift the engine from one side to the other in the frame, loosen the holddown bolts and shift the engine accordingly.

(3) If the holes for the holddown bolts are enlarged, dowels should be installed to hold the engine in the proper location after it is bolted down.

(4) Extreme misalignment is probably the result of bent main frame channels, in which case they should be replaced. Extreme wear in the engine front support will also cause misalignment

2-6. Transmission

a. Removal

(1) Remove the torque divider (para 3-40)

(2) Disconnect hydraulic lines ((1), fig 2-3) and move them toward the engine so they will not interfere with transmission removal

(3) Remove tube assembly (2)

(4) Disconnect line (3) at steering clutch check valve and remove

(5) Remove oil filter assembly (4) from bracket (5)

(6) Install $\frac{3}{4}$ -inch (NC) eyebolts and attach a suitable hoist to support the transmission assembly as shown in figure 2-4

Note The transmission weighs approximately 1,325 pounds

(7) Remove the nuts from the studs holding the transfer case to the bevel gear case, and force the transmission away from the bevel gear case using $\frac{1}{2}$ -inch-13 (NC) forcing screws

(8) Lift the transmission from the tractor (fig 2-4)

b Installation Install the transmission in the reverse order to removal

Section II. TROUBLESHOOTING

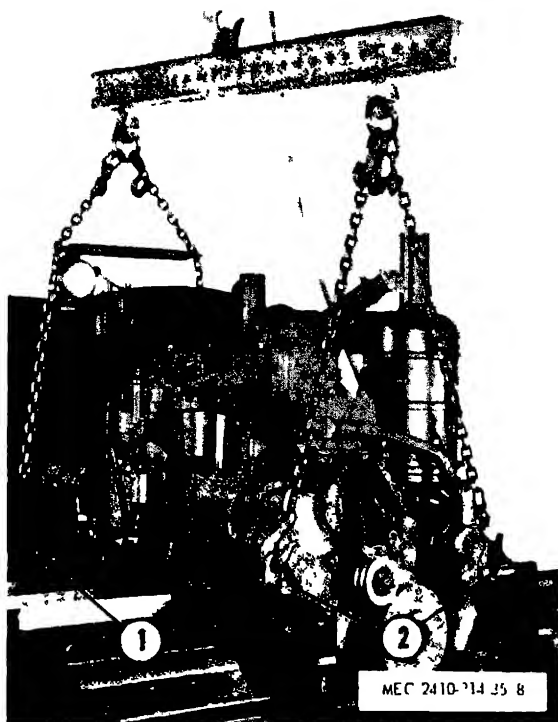
2-4. General

This section provides information useful in diagnosing and correcting unsatisfactory operation or failure of the D-7 tractor and its components. Malfunctions which may occur are listed in table

2-3. Each malfunction stated is followed by a list of probable causes of the trouble. The corrective action recommended is described opposite each probable cause.

Table 2-3. Troubleshooting

Malfunction	Probable cause	Corrective action
1. Irregular firing of engine.	a. Valves not seating properly. b. Worn piston rings.	a. Recondition valves (para 3-5). b. Replace piston rings (para 3-5).
2. Engine smokes.	a. Worn piston rings b. Defective valves.	a. Replace piston rings (para 3-5). b. Recondition valves and seats (3-5).
3. Engine knocks excessively.	a. Broken valve spring. b. Carbon build-up on pistons. c. Loose connecting rod or main bearing bolts or worn bearings.	a. Replace valve spring (para 3-5). b. Clean carbon from pistons (3-12). c. Tighten bolts or replace bearing (para 3-12).
4. Low or no lubricating oil pressure indication.	a. Worn main bearing b. Worn oil pump gears. c. Armature burned out. d. Generator shorted.	a. Replace bearing (para 3-7). b. Replace pump gears (para 3-7). c. Disassemble starter and replace armature (para 3-27). d. Disassemble generator and replace armature (para 3-26).
5. Fully charged battery and a high charging rate.	a. Short circuit in generator. b. Generator regulator not operating properly.	a. Disassemble generator and replace as necessary (3-26). b. Adjust. (Refer to TM 5-2410-12)
6. Transmission does not operate in any speed	a. Leakage in external lines. b. Leakage within transmission. c. Pressure relief valve in hydraulic control valve stuck open. d. Check valve stuck in bore. e. Differential valve sticking closed. f. Safety valve improperly adjusted g. Torque divider failure.	a. Refer to TM 5-2410-214-12 b. Check pressures at test (para 3-48) c. Remove valve for inspection and repair (para 3-41) d. Remove valve for inspection and repair (para 3-45) e. Remove valve for inspection and repair (para 3-41) f. Adjust safety valve (para 3-41) g. Refer to paragraph 3-40
7. Tractor remains in gear with selector valve in neutral	a. Obstruction preventing directional clutch from releasing. b. Control linkage improperly adjusted. c. Speed and safety valve improperly adjusted	a. Inspect directional valve and remove any obstruction (para 3-41). b. Adjust linkage (para 3-41) c. Adjust valves (para 3-41)
8. Ripper will not raise	a. Defective relief valve in hydraulic control. b. Improper relief valve setting.	a. Remove valve for inspection and repair (para 3-41). b. Adjust valve (para 3-45)
9. Ripper will not lower.	Defective relief valve in hydraulic control	Remove and inspect valve (para 3-45).
10. Ripper will not stay in ground	Worn cylinder piston rod packing and seals	Inspect and repair cylinder (para 3-87).



- 1 Bolts
- 2 Bolts

Figure 2-2. Engine Removal.

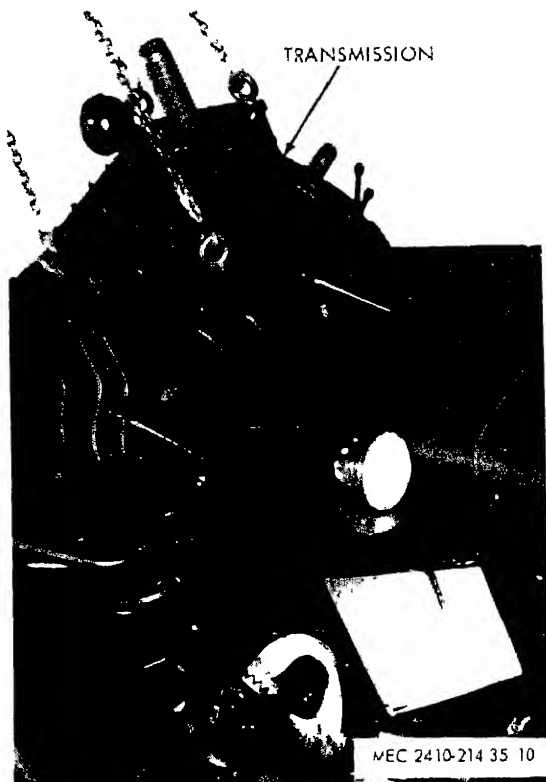
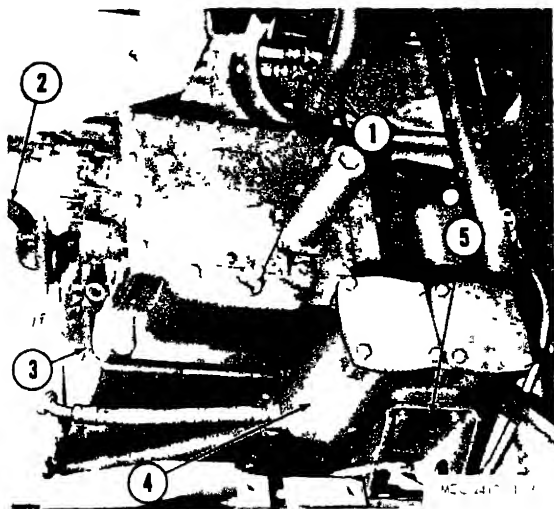
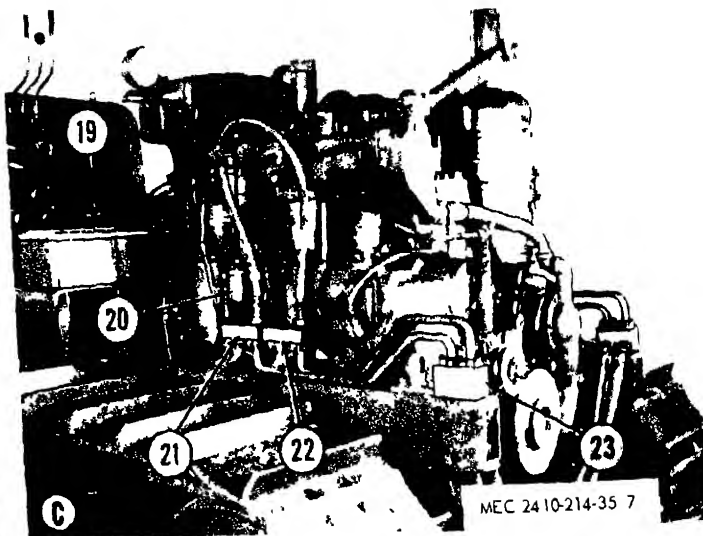
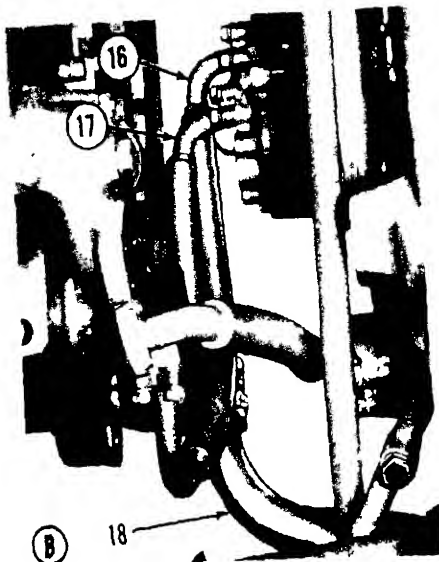
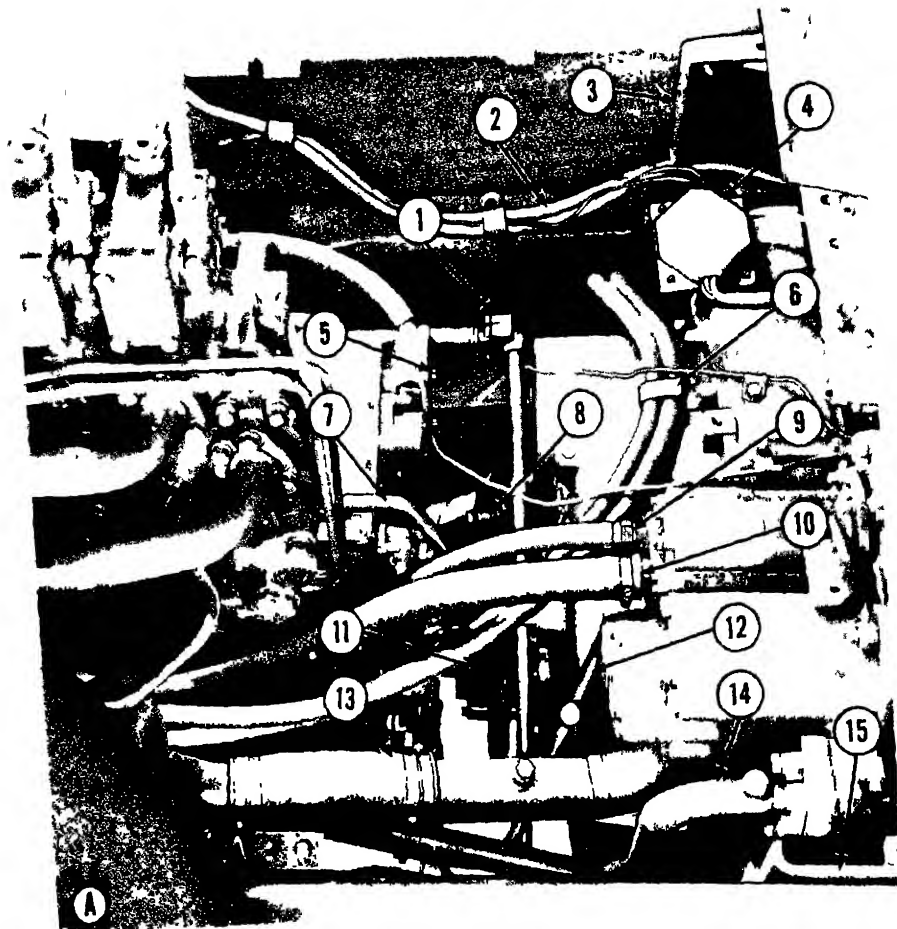


Figure 2-4 Transmission removal



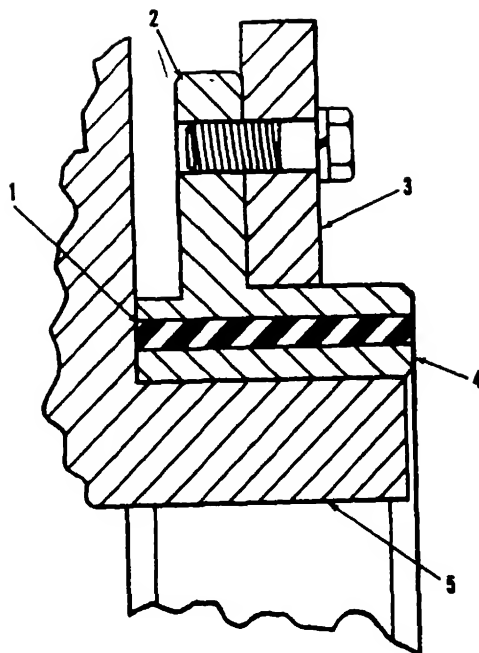
- 1 Hydraulic lines
- 2 Tube assembly
- 3 Line
- 4 Filter assembly
- 5 Bracket

Figure 2-3 Preparing to remove transmission



- | | | | |
|----|-------------------------------------|----|-----------------------------------|
| 1 | Oil supply line | 13 | Hydraulic pump suction line |
| 2 | Battery cable | 14 | Hydraulic pump pressure line |
| 3 | Fender bracket | 15 | Fender bracket |
| 4 | Junction box | 16 | Transmission lubrication line |
| 5 | Transmission oil pump pressure line | 17 | Drain line |
| 6 | Bracket | 18 | Transmission pump oil supply line |
| 7 | Torque converter vent line | 19 | Tool box |
| 8 | U-joint | 20 | Fuel supply line |
| 9 | Winch pump pressure line | 21 | Junction block |
| 10 | Winch pump suction line | 22 | Junction block |
| 11 | Torque converter supply line | 23 | Junction block |
| 12 | Tilt valve pressure line | | |

Figure 2-1. Preparing to remove engine.



MEC 2410-214-35/13

- | | |
|------------------|-----------------------|
| 1 Rubber bushing | 4 Inner sleeve |
| 2 Outer sleeve | 5 Timing gear housing |
| 3 Support | |

Figure 3-3 Front support bushing.

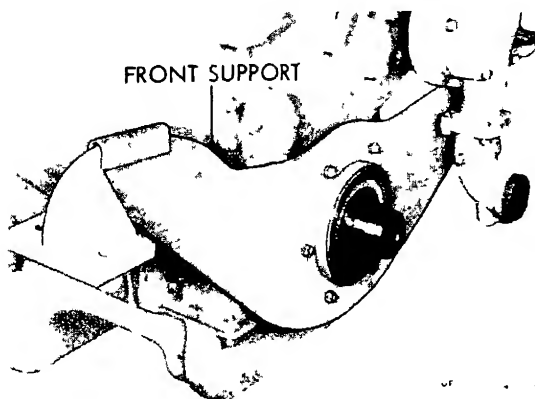


Figure 3-4 Front support removal

3-3. Manifolds

a. Removal and Installation.

Note. The exhaust and inlet manifolds can be removed separately

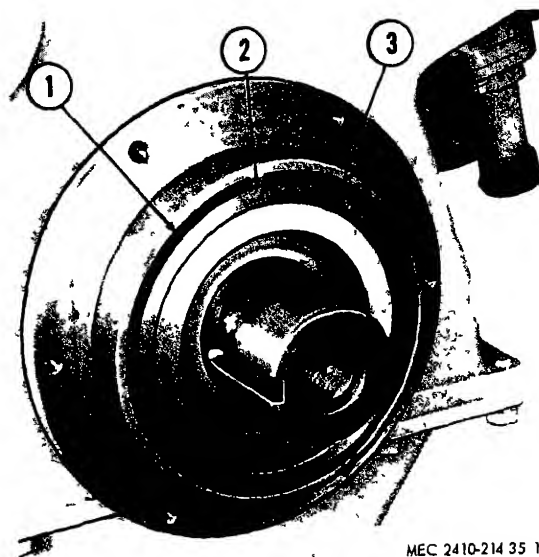
- (1) Refer to paragraph 3-25 and remove turbocharger ((2), fig. 3-6)
- (2) Remove bolts (5) and nuts (6)
- (3) Using a suitable hoist, remove each manifold
- (4) Replace gaskets before installation

Note. The use of antisieze thread compound is recommended on bolts subject to heat to ease future removal.

- (5) Install in the reverse order of removal.

b. Cleaning and Inspection

- (1) Clean all parts with an approved cleaning solvent and dry thoroughly.



MEC 2410-214 35 15

- | |
|------------------|
| 1 Rubber bushing |
| 2 Inner sleeve |
| 3 Outer sleeve |

Figure 3-5. Front support bushing.

- (2) Inspect all parts for cracks, breaks, and other damage

- (3) Replace all damaged or defective parts

3-4. Engine Cylinder Heads

Note Two cylinder heads are used on this engine. Copper water directors direct the flow of coolant toward the valve ports and precombustion chambers. Rubber seals and ferrules seal the water passages between the cylinder head and cylinder block.

a. Removal and Disassembly

- (1) Drain the cooling system
- (2) Remove the hood
- (3) Remove the turbocharger (para 3-25)
- air cleaner (refer to TM 5-2410-214-12), inlet and exhaust manifolds (para 3-3)
- (4) Disconnect throttle linkage ((1), fig 3-7), heat indicator bulb (2), and throttle linkage (4)
- (5) Remove the water manifold (3) and breather (5).
- (6) Remove the oil filter cover, case, and element
- (7) Remove the turbocharger lubrication supply line.
- (8) Remove the glow plug wiring (6)
- (9) Remove the upper bolts securing the priming pump mounting bracket (9) and loosen the lower bolts.
- (10) Tip the priming pump mounting bracket away from the cylinder blocks to aid in removing the fuel injection lines (7) Remove the fuel injection lines.
- (11) Remove the throttle linkage cross shaft (10)

CHAPTER 3

REPAIR INSTRUCTIONS

Section I. ENGINE

3-1. General

The tractor is powered by a 4-cylinder, 4-stroke cycle, turbocharged, caterpillar diesel engine equipped with gear type balancers to counteract vertical inertia forces of the connecting rods and pistons. The engine components are fully described in the applicable paragraphs throughout this section.

3-2. Crankshaft Pulley and Front Support

a. Crankshaft Pulley.

(1) Removal.

(a) Remove the lock and bolt ((1), fig. 3-1) which has a left-hand thread.

(b) Use any proper size socket to remove the screw (2)

(c) Using a puller arrangement similar to that shown in figure 3-2, remove the crankshaft pulley.

(d) Remove the key from beneath the pulley

(2) *Inspection.* Inspect for bends or damage and replace if necessary.

(3) Installation

(a) Install in the reverse order of removal.

(b) When installing the pulley, tighten the screw to the recommended value, tap with a hammer and retighten (para 1-4g)

b. Front Support

Note The engine front support has an annular rubber bushing ((1), fig 3-3 which is installed by a special process that gives a very tight fit between the rubber and the inner sleeve (4) and outer sleeve (2). The composite bushing is serviced only as a unit. The steel inner sleeve (4) is a .002-inch to .005-inch press fit on the timing gear housing (5). Should it become necessary to replace the bushing assembly for any reason, it is necessary to ruin the three parts of the assembly in the process. This bushing requires no lubrication.

(1) Removal

(a) Remove the crankshaft pulley

(b) Remove the bolts securing the front support to the timing gear housing cover

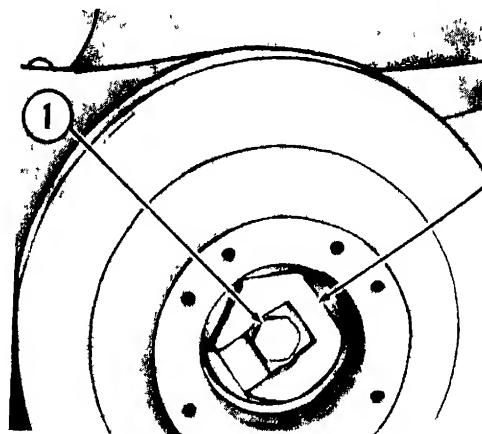
(c) Rotate the front support to clear the water pump and remove (fig 3-4).

(d) Pull, burn off or cut off the front port bushing (fig 3-5)

(2) Installation.

(a) When the bushing assembly is on the front cover, use care to keep the holes for the bolts in a horizontal line. The assembly should be pressed onto the cover. The end of the inner sleeve contacts the cover and will allow installation of the front support in proper position so that it can easily be bolted to the tractor frame.

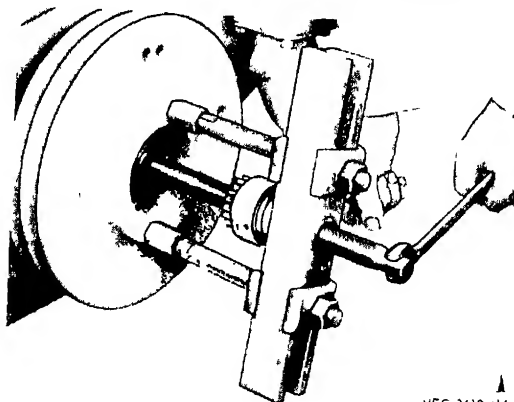
(b) Install in the reverse order of removal.



MEC 2410-214

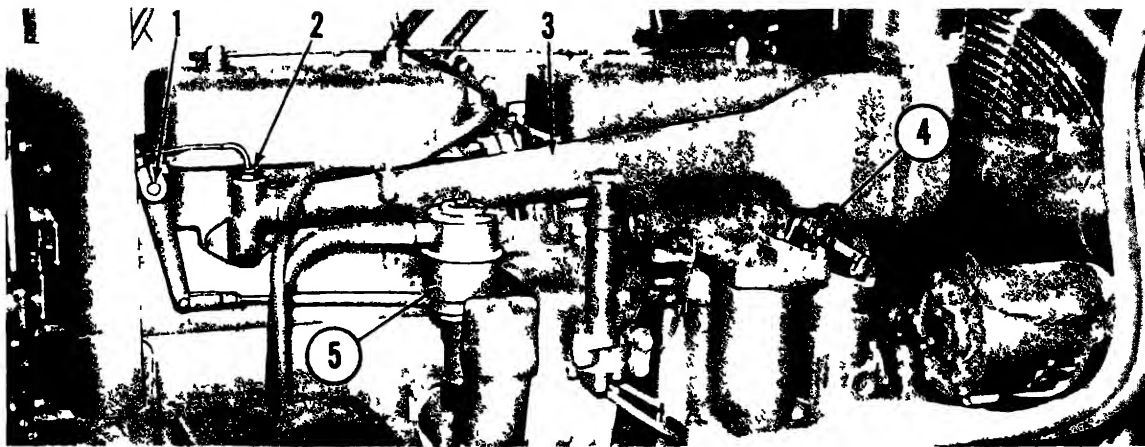
- 1 Bolt
- 2 Screw

Figure 3-1 Crankshaft pulley

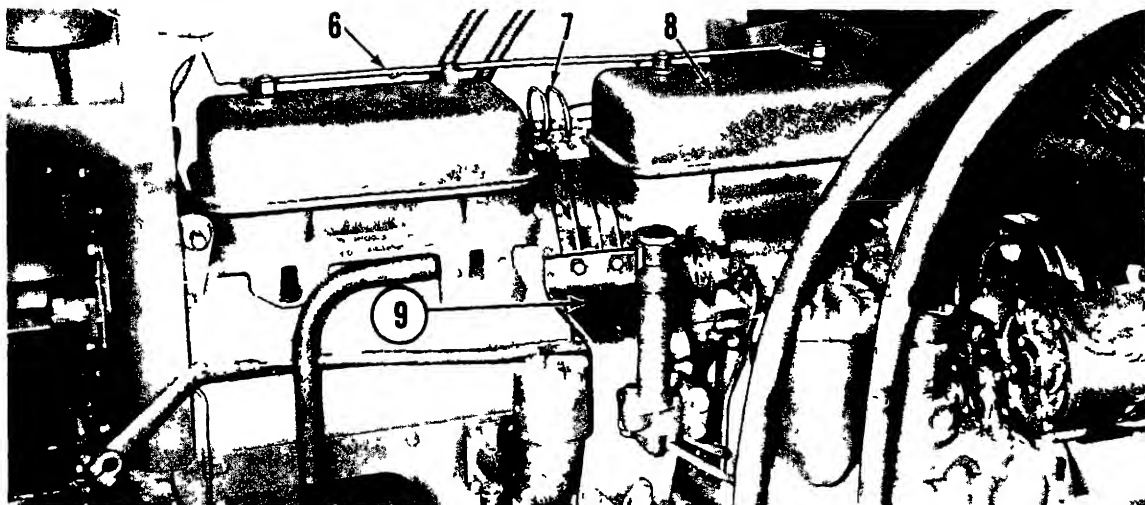


MEC 2410-214

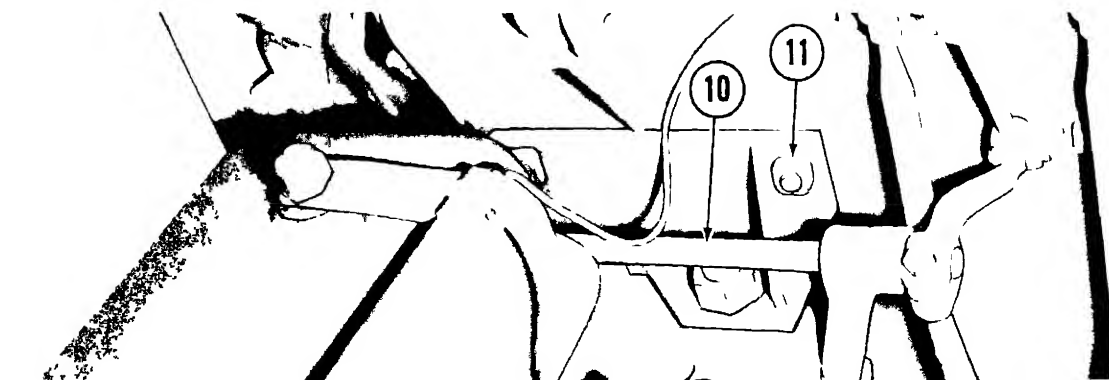
Figure 3-2 Crankshaft pulley removal



A



B



C

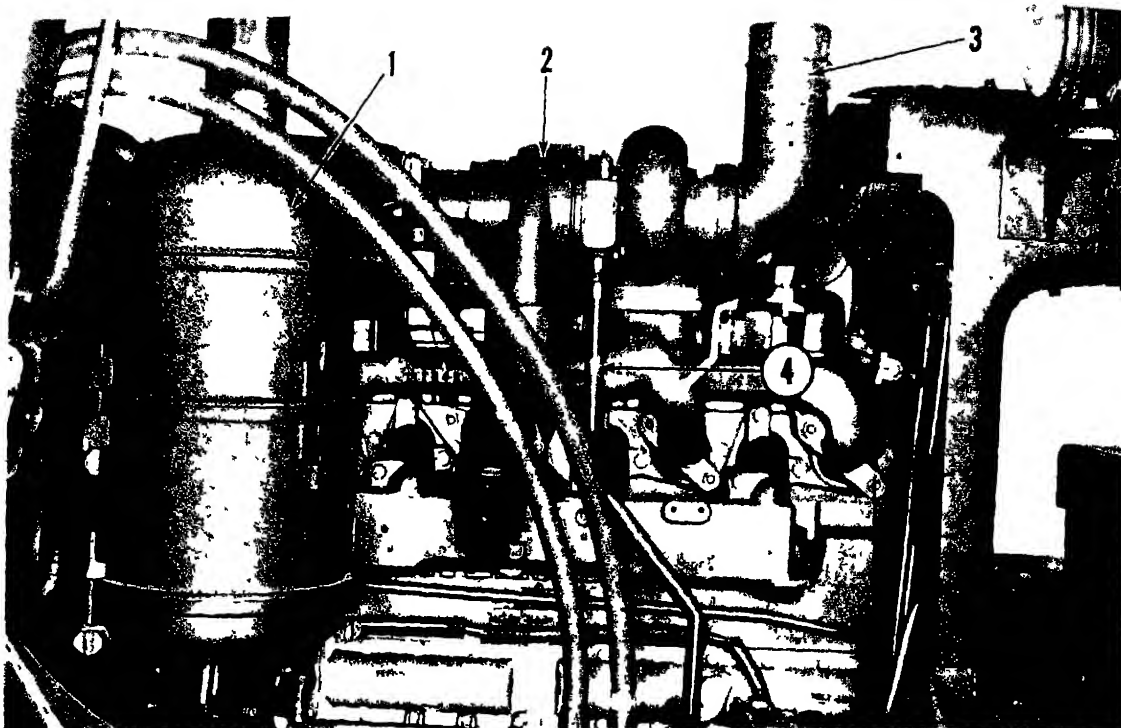
MEC 410 214 55 1

- | | |
|----------------------------|---------------------------------|
| 1 Throttle linkage | 7 Fuel injection lines |
| 2 Heat indicator bulb | 8 Valve covers |
| 3 Water manifold | 9 Fuel pump mounting bracket |
| 4 Throttle linkage bracket | 10 Throttle linkage cross shaft |
| 5 Breather | 11 Dash upper support bracket |
| 6 Glow plug wiring | |

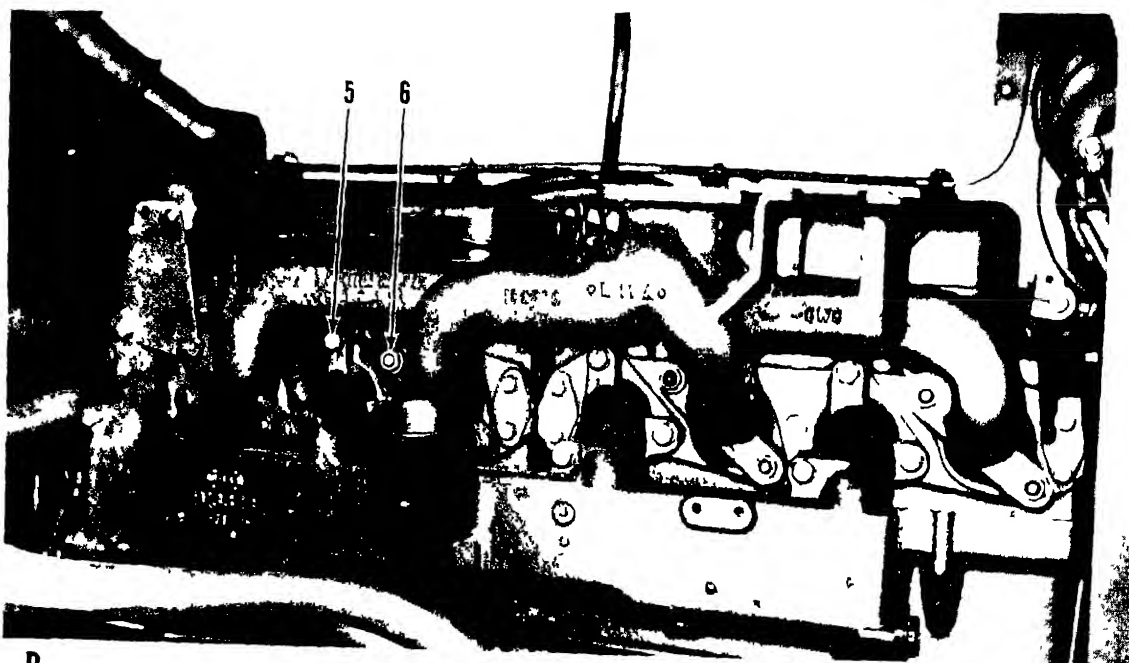
Figure 3-7 Preparing to remove cylinder heads

- (15) Remove the nuts from the head studs.
 (16) Install two $\frac{3}{8}$ -inch NC eyebolts.

- (17) With a suitable hoist, remove the head
 ((1), fig. 3-9)



A



B

MEC 2410-214 35 16

- | | | | |
|---|--------------|---|-----------|
| 1 | Air cleaner | 4 | Oil drain |
| 2 | Turbocharger | 5 | Bolts |
| 3 | Exhaust pipe | 6 | Nuts |

Figure 3-6 Manifold removal

(12) Loosen the lower bolts securing the dash assembly and tip the dash assembly away from the engine

(13) Remove the rocker arm covers, the rock-

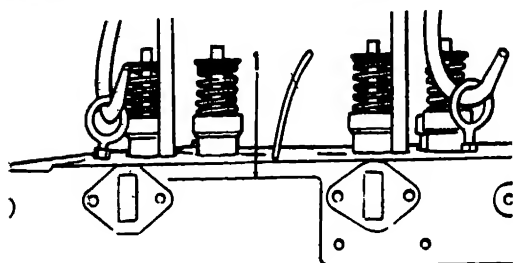
er arm assemblies (fig 3-8), push rods, and compression release push rods.

(14) Remove the valve cover base ((2) 3-8).



- 1 Rocker arm assembly
- 2 Valve cover base

Figure 3-8. Preparing to remove cylinder heads.



- 1 Cylinder head

Figure 3-9. Removing cylinder head.

Note. Water directors ((1), fig. 3-10) are provided to direct the flow of coolant to critical areas for maximum cooling effectiveness. They are pressed into place in the head, after aligning the notch on the director with the V-mark on the head. The seal (2) and copper ferrules (3), which seal the water passages between the head and top of the block, are replaceable.

(18) Remove the fuel injection valve assembly. Refer to TM 5-2410-214-12.

(19) Disconnect and remove the glow plugs.

Note. The precombustion chamber ((3), fig. 3-11) is threaded into the cylinder head (4) and sealed at the top of the head with a retainer (1) and two preformed packings (2). The preformed packings prevent leakage of coolant. The gasket (5) prevents combustion gases from entering the cooling system, as well as preventing the leakage of coolant into the cylinder.

(20) Place a spacer ((2), fig. 3-12) in the precombustion chamber and turn the bolt (1) in the retainer (3) against the spacer until the retainer comes out of the cylinder head.

(21) Place the wrench adapter (4) in the serrations of the precombustion chamber and screw the precombustion chamber out of the head.

b. Cleaning, Inspection, and Repair.

(1) Remove all carbon deposits and rust from the head.

Note. If a cylinder head has collected an excess amount of scale or rust within the water jacket, remove the cylinder head and clean it thoroughly. This is an indication that the entire cooling system should be cleaned.

(2) Clean all parts in an approved solvent.

c. Reassembly and Installation.

(1) Place a new gasket, coated on the bottom side with a thin layer of grease, in the head. The grease will help retain the washer while stalling the precombustion chamber.

(2) Coat the threads of the precombustion chamber with antiseize and sealing lubricant, then insert the chamber into the head and tighten with the wrench adapter (4) to the torque given in paragraph 1-4g.

(3) Coat the chamfered portion of the cylinder head and the new rubber seals with soap.

(4) Place the retainer over the precombustion chamber and start it into the cylinder head and onto the precombustion chamber.

Caution: When starting the retainer, do not use force until the seals are properly started. If the seals are not started correctly, they will be damaged and will not seal effectively.

(5) Using the washer (6), the screw and the nut (7) as illustrated, tighten the retainer until it is bottomed.

(6) Install the seal ((2), fig. 3-10) over the flange on the ferrule. This can be easily done if the inner surface of the seal is first coated with quid soap.

Note. When installing the ferrules and seals, the rolled edge of the ferrule should be toward the head to facilitate installation of the head.

(7) Clean the cylinder liners with a lint-free cloth and place a new cylinder head gasket on the cylinder block.

(8) Carefully lower the head on the block.

(9) Align the heads by placing a straight edge along the machined surface on either side of the heads. If the two heads are not in alignment, breakage of the water manifold or leaks can occur.

Note. Coat cylinder head stud nut threads with Moly-Coat and torque by hand.

(10) See figure 3-13 and tighten the 5/8-inch nuts in numerical sequence to 60 lb-ft.

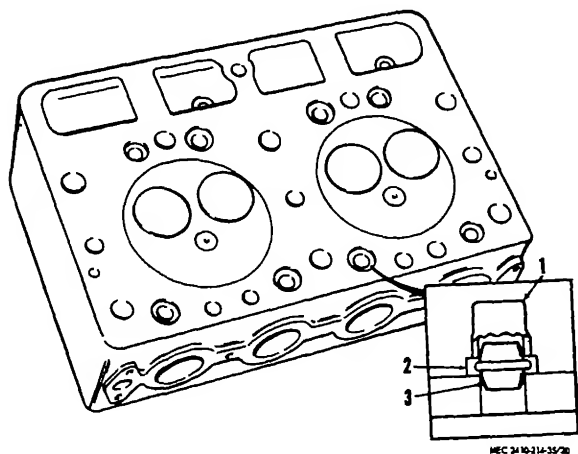
(11) Tighten the 7/8-inch nuts in alphabetical sequence to 150 lb-ft.

(12) Retighten the 7/8-inch nuts in alphabetical sequence to 300 lb-ft.

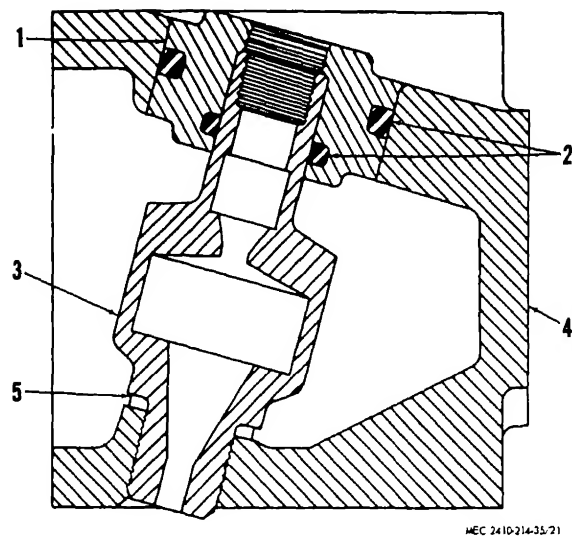
(13) Retighten the 5/8-inch nuts in numerical sequence to 120 lb-ft.

(14) Install the push rods and valve rocker mechanism. Securely tighten the nuts which hold the valve rocker mechanism in place. Set the valve clearance and the compression release clearance as given in table 1-1.

- (15) Install the rocker arm covers
- (16) Complete the installation in the reverse order of removal



1 Director 2 Seal 3 Ferrule
Figure 3-10. Cylinder heads showing water directors

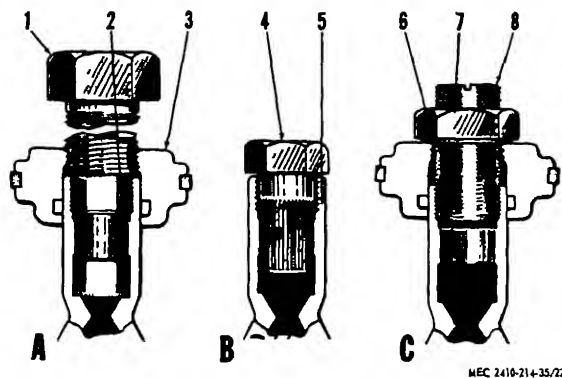


1 Retainer 4 Cylinder head
2 Preformed packings 5 Gasket
3 Precombustion chamber

Figure 3-11 Precombustion chamber

3-5. Engine Valves and Valve Mechanism (fig. 3-14)

a General One inlet and one exhaust valve are used for each cylinder. The valve seats are hardened inserts ((4), fig. 3-15) in the cylinder head. Valves (12) are opened by cams on the camshaft. Lifters (3) follow the cams, and transmit this movement through push rods (2) and rocker arms (1) to valve cup sleeves (5), which contact the valves. Springs (8) and (9) close the valves. The springs are held compressed by retainer (7) and locks (6). Valve cup sleeves (5) in the rocker arm support bracket take the side thrust of the

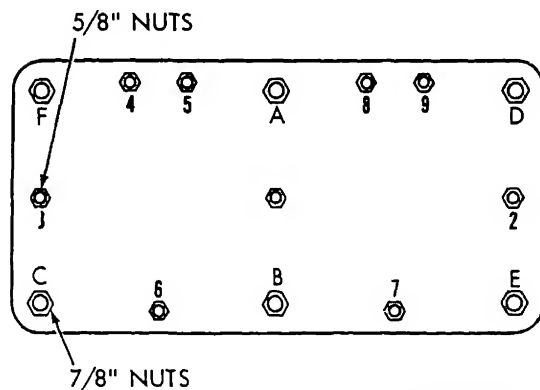


MEC 2410-214-35/22

A—Retainer removal
B—Precombustion chamber removal and installation
C—Retainer installation

- | | |
|------------------|-------------------------|
| 1 Bolt | 5 Precombustion chamber |
| 2 Spacer | 6 Washer |
| 3 Retainer | 7 Nut |
| 4 Wrench adapter | 8 Screw |

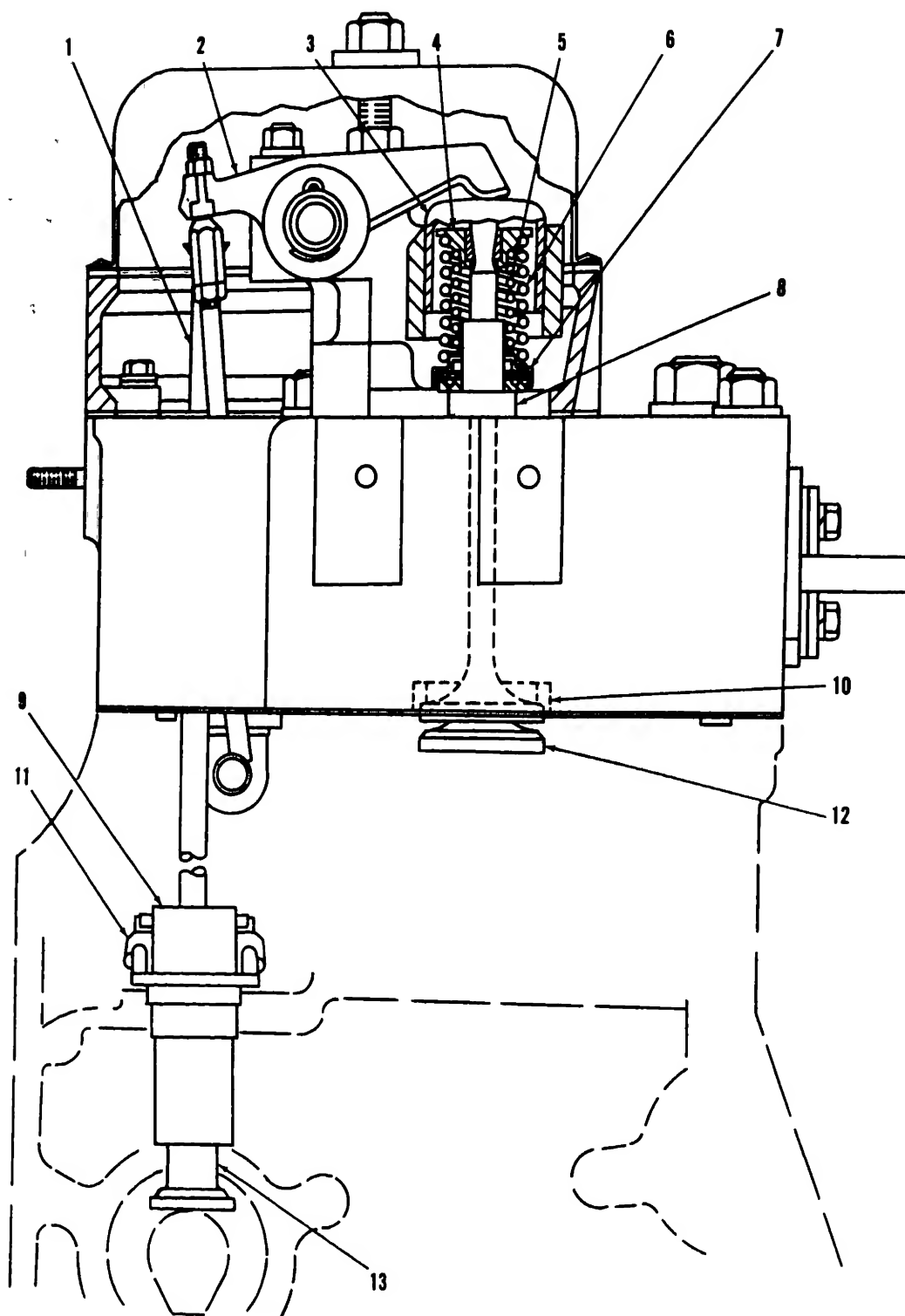
Figure 3-12 Precombustion chamber tools



MEC 2410-214

Figure 3-13 Cylinder head stud nut tightening sequence

rocker arm. Valve stem guide (11) is a press in the head. The valve rotator (10), rotates the valve approximately 3° each time the valve opens. As the valves are unseated, the valve springs are compressed, existing force again valve spring seating collar ((2), fig. 3-16) and compressing spring washer (1). As the spring washer is compressed, the steel balls (4) in the retainer body (3) are forced down the incline, thus rotating the spring washer, the valve spring seating collar, the valve springs and the valve. As the valve closes, the tension is released from the spring tension is released from the spring washer so it no longer contacts the steel balls. The travel of the balls back to their original position has no rotating effect on the valve. To determine whether a valve rotator is operating, observe the serrations on the top of the valve spring retainer. If the retainer does not rotate during operation, replace the valve rotator.



MEC 2410-214-35/24

- | | |
|----------------|----------------------|
| 1 Push rod | 8 Valve stem guide |
| 2 Rocker arm | 9 Valve lifter guide |
| 3 Sleeve | 10 Insert |
| 4 Retainer | 11 Retainer |
| 5 Inner spring | 12 Valve |
| 6 Outer spring | 13 Valve lifter |
| 7 Rotator | |

Figure 3-14 Valves and valve mechanism.

b. Rocker Arm Assembly.

(1) Removal.

(a) Remove the valve rocker arm covers and disconnect the two oil lines. Remove the nuts which hold the rocker arm assemblies to the cylinder head and remove the rocker arm assemblies.

(b) After the rocker arm assembly has been lifted off the head, the rocker arms can be removed.

(2) Disassembly.

(a) Pull the cotter pin ((9), fig. 3-17) and slide off the washers, spring and outer rocker arm (4).

(b) Remove the nut (2) and tap the lock bolt (7) down far enough to release the shaft. It is not necessary to remove the lock bolt.

(c) Slide the bracket off the shaft and remove the other rocker arm (6).

(d) To remove the center bracket and rocker arms, take out the steel fitting (5) and slide off the spring (1). Then the rocker arms and bracket can be removed like the outer ones.

(3) Inspection.

(a) Inspect bearings in rocker arms and replace if necessary.

(b) Check clearance between sleeve (3) and bore in bracket (table 1-1).

(4) Assembly.

(a) In order to install new rocker arm bearings properly, a tool similar to one shown in figure 3-18, should be used. Carefully align the oil holes before the bearing is pressed into place.

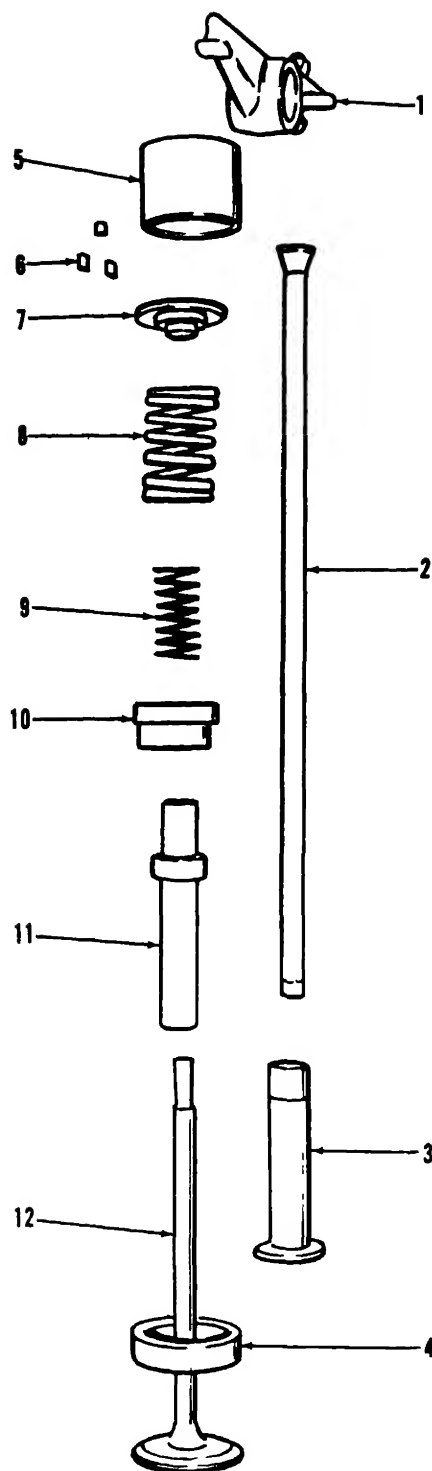
(b) Assemble the rocker arm assembly in reverse order of disassembly.

c. Valves.

(1) *Removal* Compress the valve springs and remove the locks. Release the compressor and remove the retainers, springs, and the valve rotators. The valves can now be removed. See figure 3-19 for use of valve spring compression tools. The adapter (1) threads onto a rocker arm stud (2). Also shown in figure 3-20 is a simple tool which can be made to hold the valves in place while installing the valve springs. The threaded end of this tool which can also be used on other models of heads, is shown ((3), fig. 3-19).

(2) *Cleaning.* After removing the cylinder head from the diesel engine and the valve assemblies from the head, carefully scrape all carbon accumulations from the ports. Be sure to clean the valves and valve guides thoroughly.

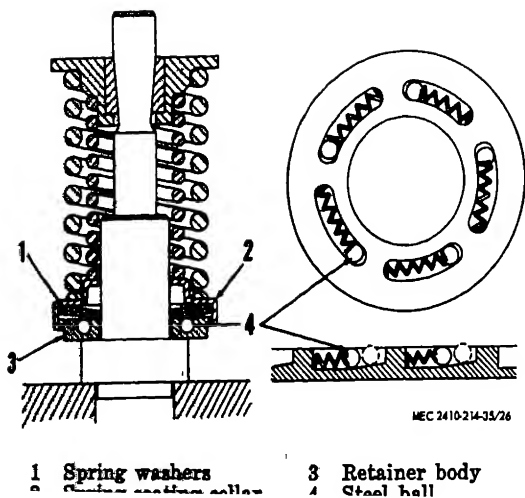
(3) *Valve inspection and reconditioning* If the valve faces are pitted or are making poor contact with the valve seat, reface in a valve refacing machine. If the valves are deeply pitted, badly warped or worn, they should be replaced. In refacing, be sure there is sufficient metal left



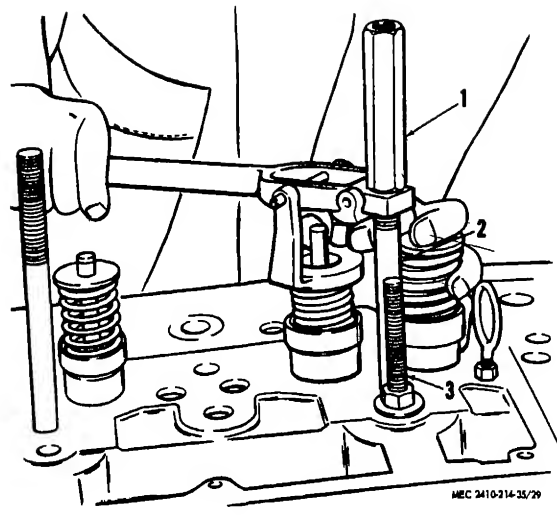
MEC 2410-214-35/25

- | | | | |
|---|------------|----|------------------|
| 1 | Rocker arm | 7 | Retainer |
| 2 | Push rod | 8 | Large spring |
| 3 | Lifter | 9 | Small spring |
| 4 | Insert | 10 | Valve rotator |
| 5 | Sleeve | 11 | Valve stem guide |
| 6 | Locks | 12 | Valve |

Figure 3-15 Valve train.



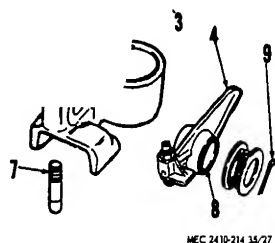
1 Spring washers
2 Rubber sealing collar
3 Retainer body
4 Steel ball



1 Adapter
2 Rocker arm stud
3 Threaded end of valve holding tool

Figure 3-19 Compressing Valve spring.

Caution: In handling valves, caution should be exercised to prevent nicking or scratching the radius between the valve face and stem. A very small nick can cause the valve head to break off during service.



1 Spring
2 Nut
3 Sleeve
4 Rocker arm
5 Fitting
6 Rocker arm
7 Lock bolt
8 Bearing
9 Cotter pin

Figure 3-17 Valve rotator

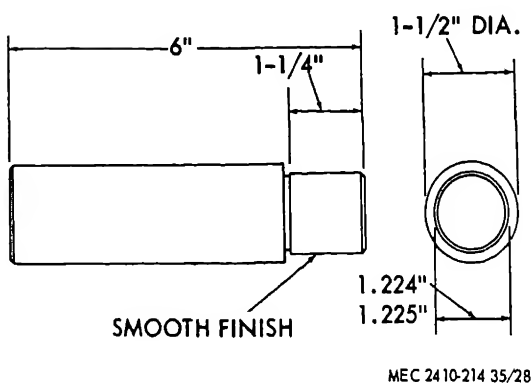


Figure 3-18 Tool for installing rocker arm bearings

on the head of the valve to prevent "dishing" of the valve in service. The wear of the valve stems can be checked by the use of a 0" to 1" micrometer. The valve stem should be measured in three places. Use the measurement near the top of the valve stem, where the valve stem does not touch the guide, as the original valve stem diameter.

(4) *Check valve guides* See *d* below
(5) *Checking valve seats.* Coat the valve face with Prussian blue and rotate the valve in the valve seat. Remove the valve and examine the contact pattern on both valve and seat. A line of contact near the top and around the entire circumference of the valve seat should indicate line contact with the valve. After the valve seats have been ground until they are smooth and concentric with the valve guides, clean all parts thoroughly.

(6) *Valve installation* Inlet valves have a small groove around the top of the stem for identification after the head has been installed. Lubricate the stems and guides for initial starting. Insert the valve through the valve stem guide and install the springs and the spring retainer. Compress the springs with a compressor. Insert the locks, large end down, and tap the retainer lightly as the spring compressor is removed, to make sure the locks are seated properly in the retainer.

d Valve Guides

(1) The inlet and exhaust valves operate in replaceable valve guides. After the valves have been removed, clean the valve stems and guides.

(2) Check valve guide wear with a gage or by the pilots furnished with some makes of valve seat regrinding equipment. Generally the pilots are supplied in graduated sizes. Use a micrometer to measure the diameter of the largest pilot that will pass through the guide. This dimension will

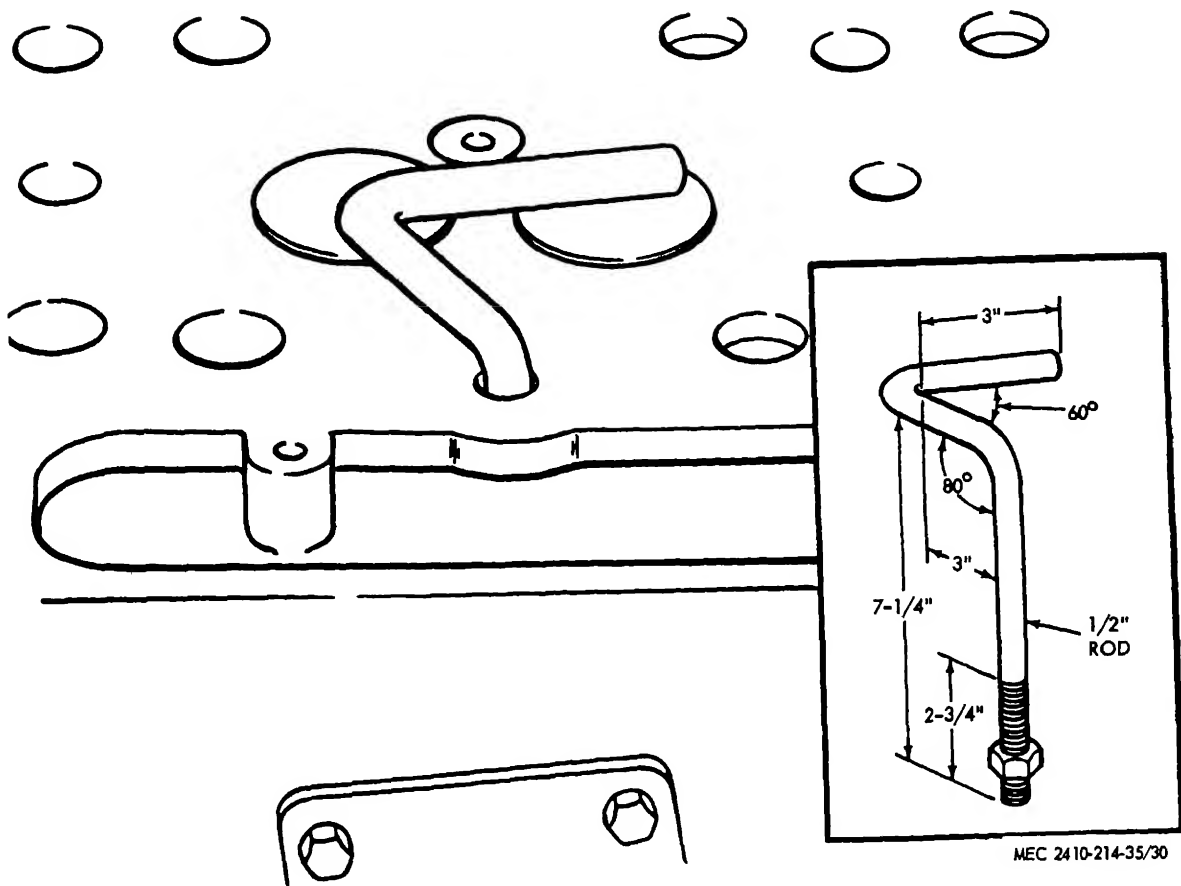


Figure 3-20. Valve holding tool

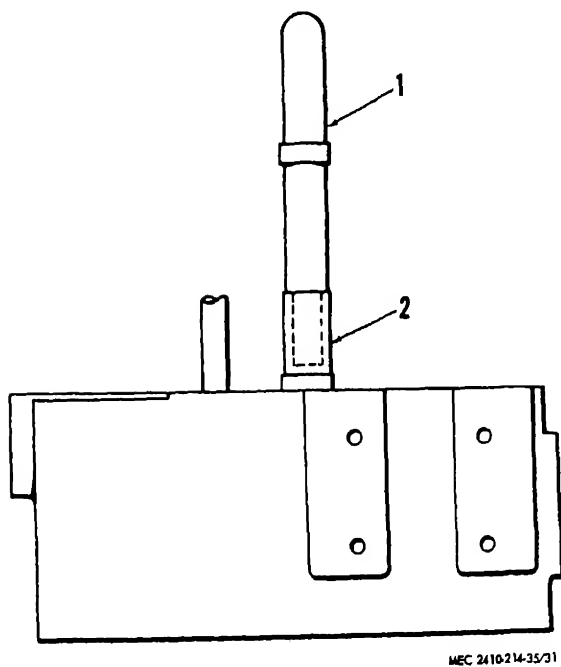


Figure 3-21. Installing valve guide.

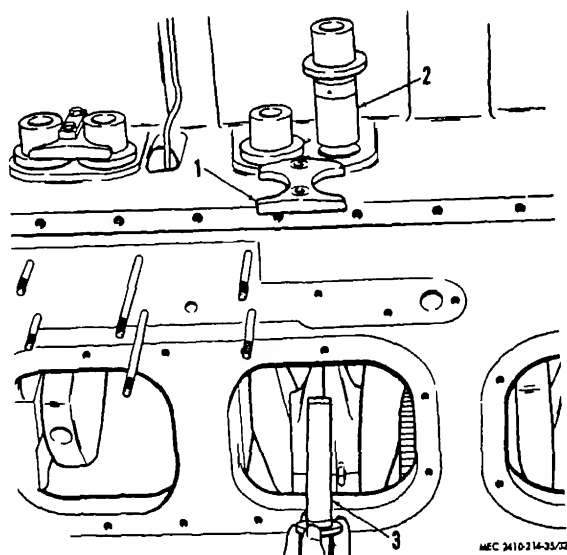


Figure 3-22 Valve lifters and guides

indicate the wear in the guide excluding possible out-of-roundness. The valve guide ((2), fig. 3-21) can be pressed or driven in or out of the head with

the driver (1). Press into place carefully with the type of driver or inserting tool shown to prevent damage to the guide. A .499-inch-.500-inch reamer run through the guides after they are installed will insure correct valve stem clearance.

e. Valve Lifters. The valve lifters operate in guides, which are located on the right side of the cylinder block and can be removed in the following manner:

- (1) Remove the valve rocker arm assemblies.
- (2) Remove the push rods.
- (3) Remove the push rod cover from the side of the cylinder block.

(4) Remove the connecting rod inspection cover from the right side of the engine.

(5) Remove the retainer (1), fig. 3-22) and raise the guide (2) sufficiently to permit the lifter (3) to clear the side of the camshaft and be removed through the inspection opening.

f. Compression Release Mechanism. The compression release is used to release engine compression by opening the inlet valve on each cylinder, thereby allowing the engine to be more easily barred over for repair and adjustment.

(1) Install a wrench on the compression release nut through the hole in the dash as shown in figure 3-23 and rotate 90° counterclockwise to relieve compression.

(2) Remove floor plate, cover on flywheel housing and pray against flywheel ring gear teeth as shown in figure 3-23 to bar engine over.

(3) Replace cover on flywheel housing, replace floor plate and rotate compression release shaft 90° clockwise to restore compression before attempting to start the engine.

Note When rotating compression release to relieve compression the wrench will turn hard when valves have been opened and when restoring compression the wrench will turn easy when the valves have returned to their normal positions

(4) Remove the compression release shaft (1), fig 3-24) if necessary, by removing screw (3) at front of block. Slide shaft out through guides (2) taking care not to damage the seal in the rear of the block.

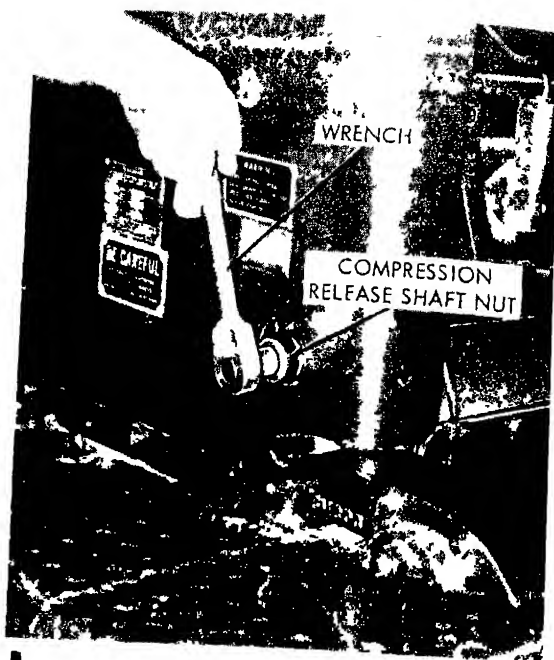
(5) Install in reverse order of removal

3-6. Engine Cylinder Liners

a General Cylinder liner surfaces are machined, hardened, ground, honed, and chemically treated to assure proper break-in. The resultant surface is so hard that ordinary boring tools will not machine it. Liners, pistons, and rings are available from the factory in standard sizes only and require no fitting when they are installed.

b Removal and Installation.

- (1) Drain the cooling system.



A



B

MEC 2410-214 35 33

Figure 3-23 Releasing compression and barring.

(2) Remove the cylinder heads, the connecting rods and the pistons

Note. Replace cylinder liners when they are worn at the top of ring travel more than .008 inch or when they are scratched or scored. Using inside micrometers, check cylinder wear at several positions to determine the greatest amount of wear.

) Place a piece of cardboard or heavy gas-Ket material through the inspection openings to protect the inside of the engine

(4) Install a puller as shown in figure 3-25.

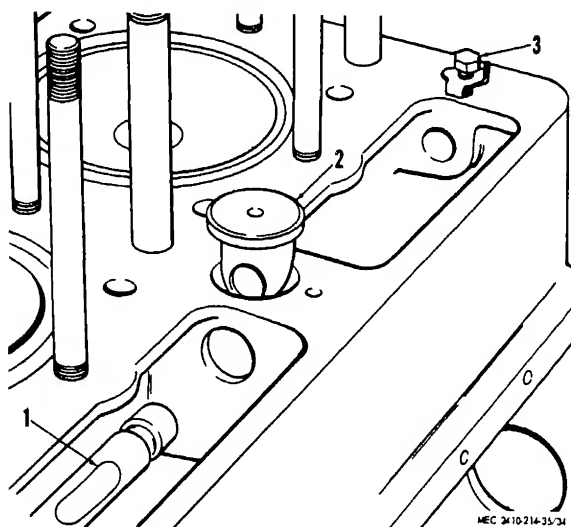
(5) Remove the cylinder liner and clean the water jacket sediment from the cylinder block.

Note Three preformed packings fit in grooves on the lower end of each liner. The top packing ((1), fig 3-26) protects the cylinder bore chamfer (3) from rust and scale. The cylinder bore chamfer is machined to permit the lower edge of the chamfer to align with the center line (2) of the top packing ring groove as illustrated.

(6) When installing the cylinder liner, always use new rubber packings. Coat the rubber packings with liquid soap to ease installation.

(7) Lower the cylinder liner carefully into the block. The liners can be driven into place by using a suitable driver, or by placing the puller adapter on the top of the liner. A block of hard wood, to be used as a driving block, is then placed on the puller adapter.

Note. Properly installed liners should extend slightly above the face of the cylinder block. This insures proper holding and sealing of the cylinder liner against the cylinder head gasket when the cylinder head is drawn down. Some liners may feel slightly loose in the cylinder block, yet serve satisfactorily without water or antifreeze leaking past the rubber seals.



- 1 Shaft
- 2 Guides
- 3 Screw

Figure 3-24 Compression release mechanism

(8) Drive the liner into the cylinder block until it bottoms. Then hit the block of wood several light taps, to assure that the liner is in. If the last blow bottoms the liner too hard, the liner may bounce back out a trifle.

(9) Remove the cardboard and assemble the parts in the reverse order of removal.

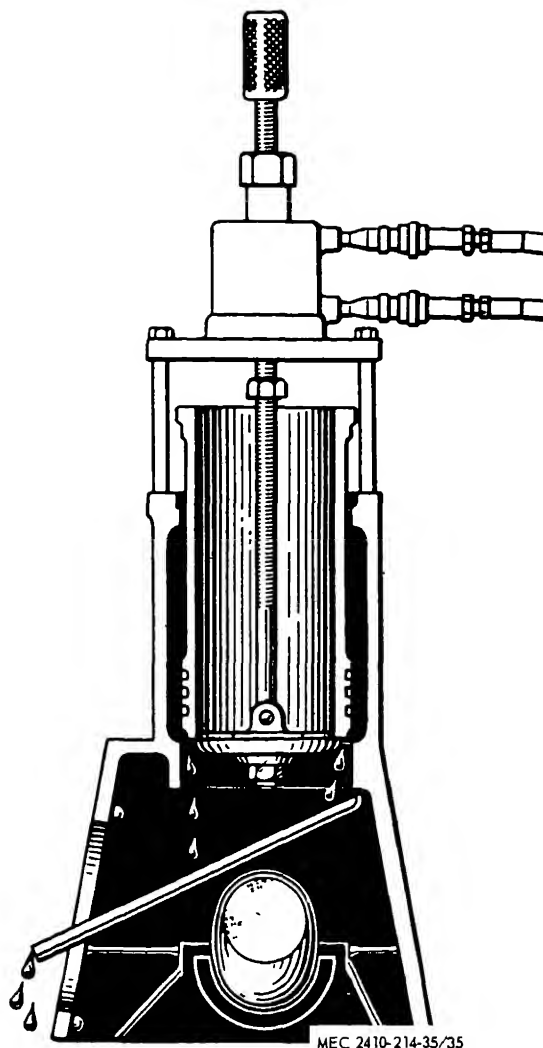
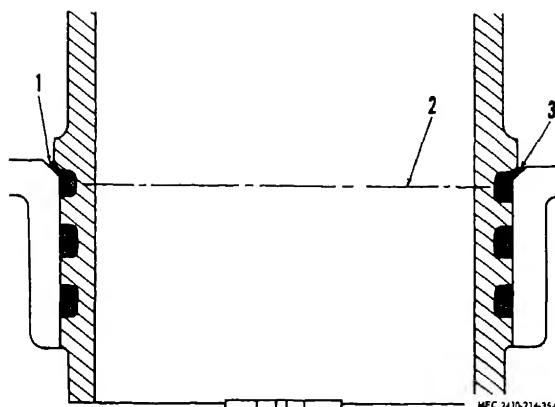
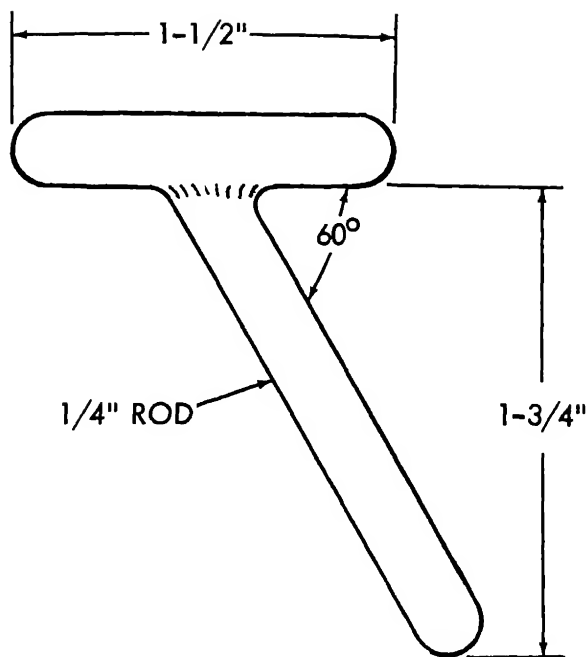


Figure 3-25 Pulling cylinder liner



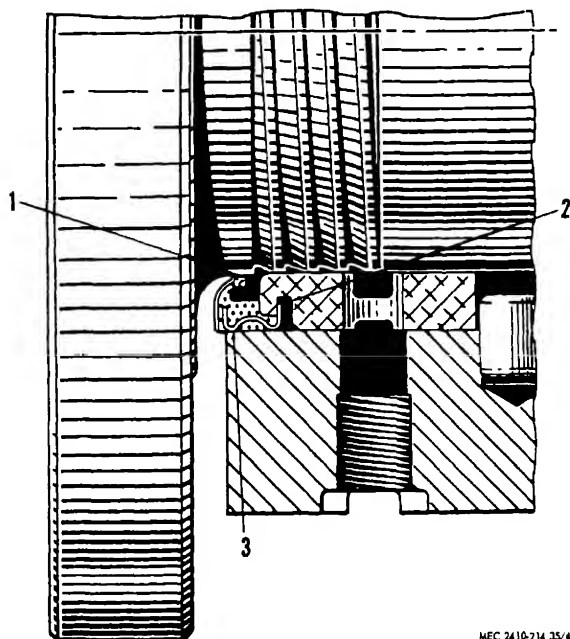
- 1 Top liner seal
- 2 Center line of the top seal ring groove
- 3 Cylinder bore chamfer

Figure 3-26 Liner packings



MEC 2410-214-35/39

Figure 3-29 Tool for removing and installing main bearings



MEC 2410-214 35/40

- 1 Rear main bearing
- 2 Annular groove
- 3 Oil seal

Figure 3-30 Rear main bearing

chined face of the crankshaft flange and the flange of the lower half of the center main bearing.

(3) Make certain that the cylinder block and bearing caps are perfectly clean and free from burrs and high spots. Handle the bearings carefully to avoid marring them. Leave them dry except for the grease holding the lead wire when checking clearances, and lubricate them generously for final installation.

Note. See table 1-1 for bearing clearances and wear limits on bearings and crankshaft. The clearances of the main bearings can be measured without removing the crankshaft if the engine is in an upright position. However, the crankshaft must be held against the upper halves of the main bearings, otherwise, the weight of the crankshaft will compress the lead wire slightly and indicate a lesser clearance than really exists.

(4) The bearing clearance can be checked by placing soft lead wire between the lower bearing half and the crankshaft. Coat two 1-inch lengths of the wire with soft grease and place them diagonally on the bearing as shown. The soft grease will keep the wires in position while installing and tightening the cap. Turn the crankshaft one complete revolution. Remove the cap and measure the thickness of the compressed wire with a 0-inch to 1-inch micrometer to determine the bearing clearance (fig 3-32).

Note. Precision main bearing valves, machined to provide proper clearance, are obtainable in complete set and are to be installed without further machining or hand fitting. Single replacement bearings (both upper and lower half) can also be obtained and installed without special fitting. As a rule, however, it is good practice to replace the complete set if any one of the bearings needs to be replaced. If only one new bearing is installed and the other bearings are worn to any extent, the new bearing will carry more than its normal share of the load and might be damaged as a result.

d Installation

(1) Replace the seal when the rear main bearing assembly is removed or replaced. This is necessary because the adhesive material which seals the two halves of the split seal may be damaged when the seal is separated and the seal may leak if reinstalled.

(2) Before installing a bearing, wash it thoroughly and wipe the outer surface dry. Rotate the upper half into position in the same manner in which it was removed. Remove the tool, if used, from the oil hole in the crankshaft. Place the lower half in the cap, lubricate thoroughly and install the cap. The front and rear main bearing caps should be flush with the end faces of the cylinder block before tightening. See paragraph 1-4 for the proper torque values to use on the stud nuts. It is permissible to exceed the value by the amount necessary to turn to the next slot for alignment with the cotter pin hole.

(3) After the rear main bearing has been installed and the hollow-head screws and nuts

c. Reconditioning Cylinder Liners. When new piston rings are to be used in worn cylinder liners, the ridge in the liner at the top of the ring travel must be raised to provide clearance for the new top ring. Since the liners are too hard for ordinary tools, use a liner ridge boring tool.

Caution: Be careful not to rotate the tool counterclockwise when the tool bit is against the liner wall. Doing so will break the cutting edge.

3-7. Main Bearings

a. General.

(1) The main bearings are precision-type of aluminum alloy. The lower halves are held in position by dowels in the bearing caps and the upper halves are doweled to the lower halves. This construction makes it possible to remove and replace the main bearings without removing the crankshaft from the engine.

(2) Oil enters the drilled passages in the cylinder block from the oil manifold. The main bearings are lubricated by this supply of oil. The oil is then carried through the drilled passages in the crankshaft to lubricate the connecting rod bearings.

b. Removal.

Note. If crankshaft is not to be removed, remove only one bearing at a time. The bearing caps are identified by numbers stamped on the sides of the caps and block.

The main bearings can be removed in the following manner:

(1) Remove the oil pan and main bearing cap nuts.

(2) Using either a pry bar or a puller, all bearing caps (except the rear) can be pulled. The recesses (fig. 3-27) can be used as a location for attaching the puller.

(3) Use a puller as shown in figure 3-28 to remove the rear main bearing.

(4) The upper main bearing halves can be removed by use of the tool shown in figure 3-29. Place the tool in the drilled oil hole in the crankshaft and roll the bearing half out by rotating the crankshaft.

Note. The flywheel end of the rear main bearing ((1), fig. 3-30) is bored .005 inch larger in diameter and consequently, the crankshaft will not touch this part of the bearing. This counterbore provides for oil control by permitting the oil return threads on the crankshaft to pump oil back to the oil groove from which a passage in the bearing and cap returns the oil to the oil pan. The rear main bearing (1) and the oil seal (3) eliminate the possibility of oil leaking into the flywheel clutch compartment. The rear main bearing halves have an annular groove (2) on the outside of the bearing at the rear. The seal is made to fit on the bearing with a rubber encased steel section of the seal fitting in this annular groove. The seal contacts the crankshaft surface

behind the oil return threads. A special adhesive mastic on the mating ends of the seal halves form a tight, resistant joint comparable to a one-piece seal when bearing cap is installed.

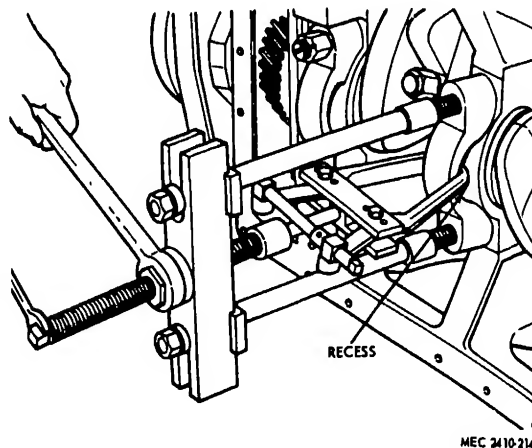


Figure 3-27. Removing main bearings.

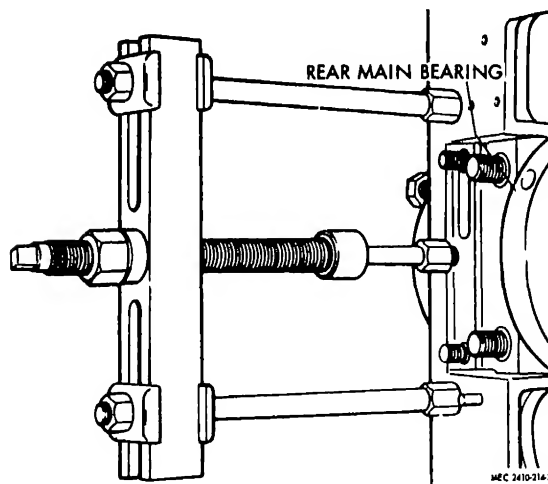


Figure 3-28. Removing rear main bearing.

c. Cleaning, Inspection, and Repair

(1) Abrasive material may roll around between the bearing and crankshaft journal causing scratches in the aluminum bearing without actually becoming embedded in the aluminum. Scratches are not necessarily harmful and do not indicate that the bearings should be replaced. If there is any question about the surface of the bearing, wash it with cleaning solvent to remove oil. If the surface feels rough and abrasive, install a new bearing. Another indication of wear in the bearing is excessive crankshaft wear.

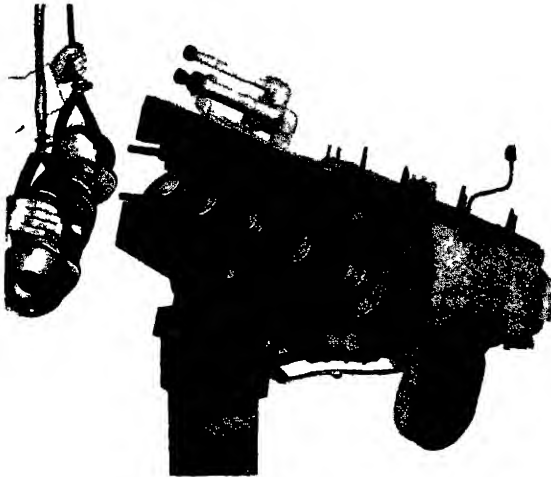
(2) The center main bearing (fig. 3-31) takes the end thrusts of the crankshaft. For normal end clearance and permissible end clearance (table 1-1). End clearance can be checked by pushing the crankshaft as far as will go to the end of the cylinder block and using a thickness gage to measure the clearance between the

Note The following sequence is with the engine removed. The operation can be performed with the engine in the tractor if the torque divider is removed (para 3-40) Before removing the flywheel, make certain that the alignment marks are visible on the flywheel and on the crankshaft flange

b. Remove the torque divider.

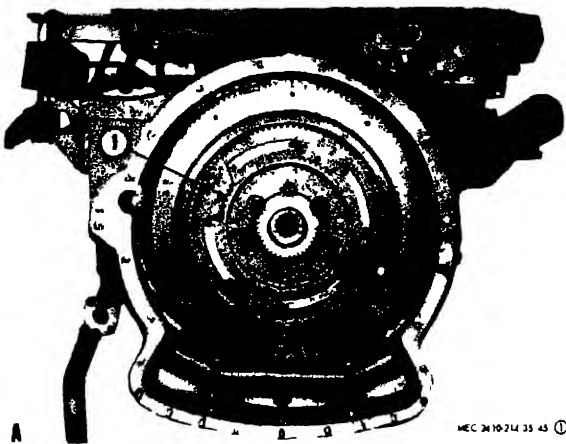
c. Remove the torque divider sun gear ((1), fig. 3-35).

d. Remove cover (2), pointer (3), and bolts and locks (4).



MEC 2410-214 35 44

Figure 3-34. Removing crankshaft



MEC 2410-214 35 45 ①

1 Torque divider sun gear

Figure 3-35 Preparing to remove flywheel.

e. Install a $\frac{3}{8}$ -inch-16 NC lifting eye in one of the threaded holes in the flywheel and attach a hoist.

f. Remove the flywheel as shown in figure 3-36

g. Remove the bolts and locks holding the ring gear on the flywheel

h. Press the ring gear off the flywheel.

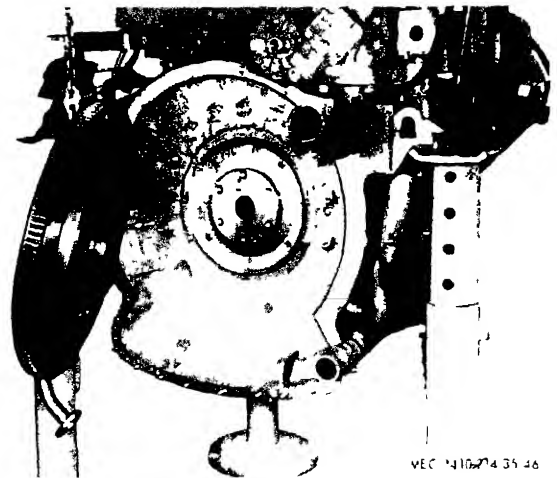
i. Before installing the ring gear, clean both the ring gear and flywheel and remove all burrs.

j. Heat the ring gear in oil, to a temperature



2 Cover
3 Pointer
4 Bolts and locks

Figure 3-35.—Continued



VEC 410-214 35 46

Figure 3-36 Flywheel removal

not to exceed 600° F, and install it on the flywheel. Make certain the chamfered portion of the teeth on the ring gear is toward the cylinder block

k. When installing the flywheel, use guide studs in the crankshaft flange

Caution: Align the marks on the flywheel and crankshaft flange and install the flywheel.

l. Tighten the flywheel bolts evenly and diametrically to the torque value given in paragraph 1-4g.

3-10. Gear-Type Balancer

a. *General.* The balancer is positioned in a housing fastened to the underside of the block at the center of the engine. The balancer has two balance weights timed to each other and to the crankshaft. The balancer is driven from the crankshaft through an idler. The balance weights ro-

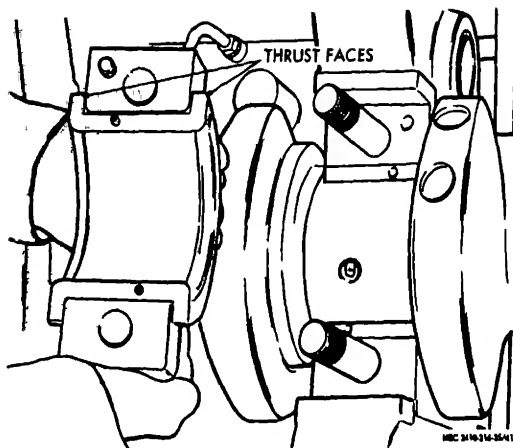


Figure 3-31. Center main bearing.

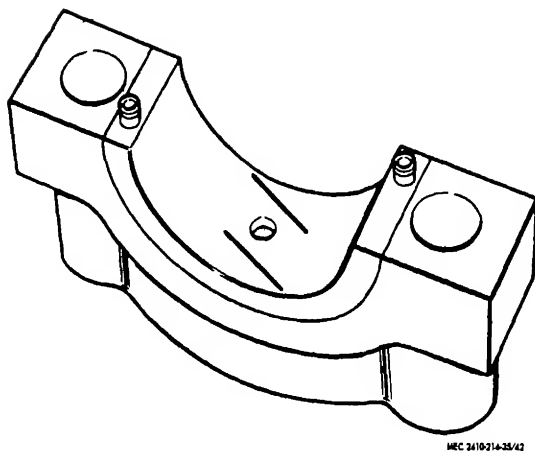


Figure 3-32 Checking main bearing clearance

tightened seal the bearing with 2B2414 packing as shown in figure 3-33.

(4) Feed the packing into the grooves on each side of the cap, tamping it tightly with a hammer and a long thin punch, in progressive folds until the grooves are filled.

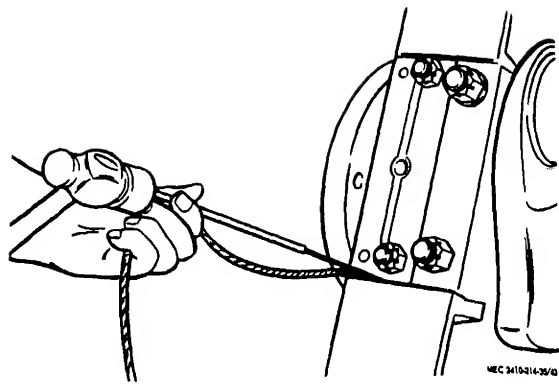


Figure 3-33. Rear main bearing packing seal

(5) Complete the assembly in the reverse order of disassembly.

3-8. Crankshaft

a. Removal.

(1) Remove the diesel engine from the tractor (para 2-5)

(2) Mount the engine on a suitable er positioning stand, if available, and remove following: oil pan, oil pump, gear-type balanc crankshaft pulley, engine front support flyw housing, and timing gear housing

(3) Support the engine on its side as sh (fig. 3-34) and remove the connecting rod l and caps Push the rods into the cylinders enough to clear the crankshaft

(4) Attach a sling and a suitable hoist tighten the sling just enough to prevent the cr shaft from moving when the main bearing caps removed Remove the main bearing caps

(5) Carefully remove the crankshaft Pro the bearing surfaces from dirt and damage

b. Cleaning, Inspection, and Repair

(1) Clean the crankshaft in an approved vent and dry thoroughly

(2) The crankshaft should be replaced if wear or out-of-roundness exceeds the maximum value given in table 1-1

c. Installation

(1) Refer to paragraph 3-14 for proper ing of the crankshaft gear

(2) Lubricate the bearings and position crankshaft into the cylinder block

(3) Install bearing caps Tighten the ce main bearing cap with the crankshaft in the tremere forward position Refer to paragraph for the proper torque on the bearing cap stud

(4) Check the crankshaft end thrust as dicated in paragraph 3-7

3-9. Flywheel and Ring Gear

a. Remove the engine from the tractor (2-5).

(b) Remove main oil pickup tube ((1), fig. 3-37) from scavenge tube (2) and oil line (3) from engine

(c) With No. 1 piston on top center, insert the drive gear (8) to lock the balancer drive gear

Note If complete disassembly of the balancer is necessary, this step may be omitted.

(d) Remove the locks and bolts securing the shaft support bracket (7) and the balancer bracket assembly (6) to the cylinder block. Lift the brackets from the locating dowels on the cylinder block.

(e) Inspect preformed packing.

(f) With all timing marks in correct position and No. 1 piston on top center, install the balancer to the block. The balancer must be correctly timed within itself and to the engine (para 3-14).

Note The crankshaft gear teeth are center punched to indicate the position of the timing mark. This makes it possible to align the balancer drive idler gear to the crankshaft gear without removing the timing gear cover.

(g) Tighten the bracket bolts (fig. 3-38). Torque bolts (1), (2), and (5) to 42-50 lb-ft and bolt (4) to 115-125 lb-ft. Install wire locks (3) as shown

Caution: Remove the positioning bolt before installing the oil pan or rotating the crankshaft.

(2) Disassembly and assembly

(a) Disconnect drive gear cover ((4), fig. 3-39) and remove balancer bracket assembly.

(b) Remove thrust washer (7) from shaft support bracket (9)

(c) Pull drive gear (8).

(d) Remove the bolts securing front plate (13) to the rear plate (10) and remove the plates, gear (5), spring plate (11), and key (14) from the hub (12).

(e) If the hub is moved or removed from the shaft, position the hub so the distance from the threaded end of the shaft to the front of the hub is 20 422 inches

(f) Install two 5/16-inch-18 (NC) guide studs ((1), 3-40) in the rear plate ((10), fig. 3-39)

(g) Install gear and hub. Install a spring ((2), fig 3-40) a spacer (3), two springs, a spacer and a spring in that order

(h) Install front plate, remove the guide studs and install the bolts.

(i) With the timing marks aligned (weights down with the flat top sides in a horizontal plane) install the balancer drive gear and align the timing marks (fig. 3-41).

(j) Install the positioning bolt (2) to lock

gears in correct position Assemble drive gear cover to bracket.

(k) Refer to table 1-1 for proper bearing clearance and end clearance.

(l) Assemble the shaft support bracket and idler gear, and drive gear to the balancer drive shaft.

c. Balancer Weight and Bracket, Disassembly and Assembly.

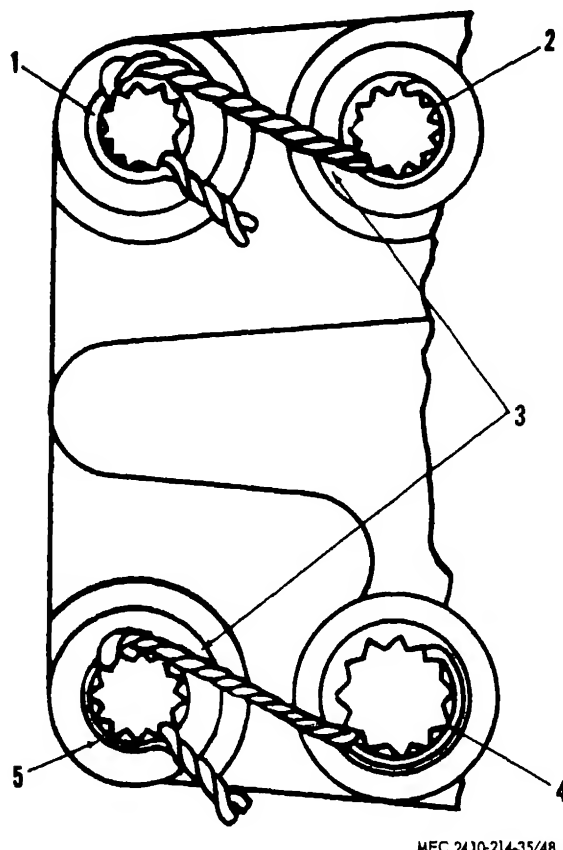
(1) Remove the shafts ((4), fig. 3-42) and (6) from front of bracket.

(2) Check the oil inlet hole (7) for obstructions.

(3) A suitable press or driver can be used to remove and install bearings ((1), fig 3-43) and (3) and spacers (2) in the weights

(4) With the large gear end of the weights turned up, press the bearings (1) into the bore of the weights .031-inch past the face of the large end of the gear at (A).

Caution: The bearings must be installed with the split joint toward the heavily weighted portion of the weight assembly.



- | | |
|--------------|--------|
| 1 Bolt | 4 Bolt |
| 2 Bolt | 5 Bolt |
| 3 Wire locks | |

Figure 3-38. Shaft support bracket mounting detail

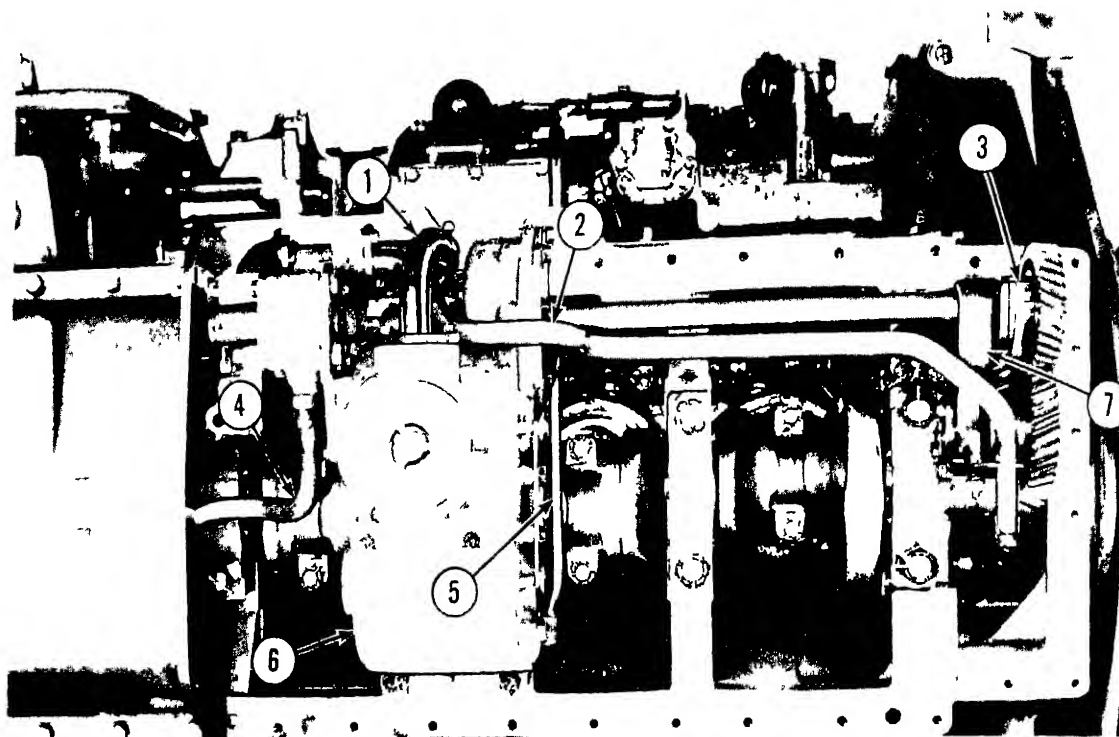
(5) Install the spacers and then press the

tate in opposite directions at twice engine speed and counteract vertical inertia forces of the connecting rods and pistons

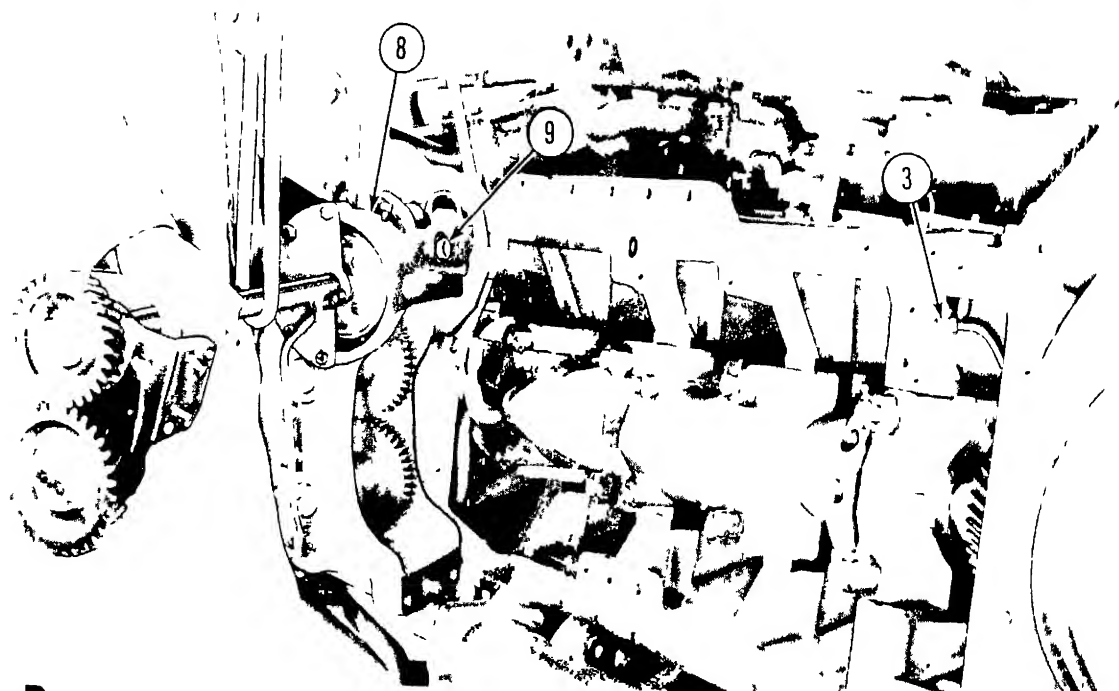
b Balancer Drive

(1) Removal and installation

(a) Refer to paragraph 3-34 and oil pan



A



B

MEC 2410-14 35

- | | |
|-------------------------|-----------------------------|
| 1 Main oil pick up tube | 6 Balancer bracket assembly |
| 2 Front scavenge tube | 7 Shaft support bracket |
| 3 Oil line (hidden) | 8 Drive gear |
| 4 Rear scavenge tube | 9 Preformed packing |
| 5 Oil line | |

Figure 3-37. Removing balancer

(7) Align the bores and press the shafts into the bracket and weights. Install the bar (5), bolts and lock.

3-11. Flywheel Housing and Slinger

a. Remove the flywheel (para 3-9).

Note The following sequence is with the engine removed. The operation can be performed with the engine in the tractor if the engine is securely blocked to remove the weight from the flywheel housing.

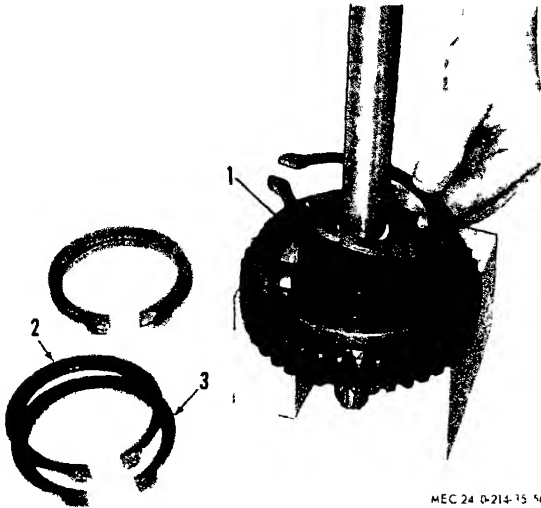
b. Install two $\frac{3}{8}$ -inch eyebolts in the top of the flywheel housing and attach a suitable hoist.

c. Remove bolts and lock (1), fig. 3-44) nuts and locks (2), and slinger (3).



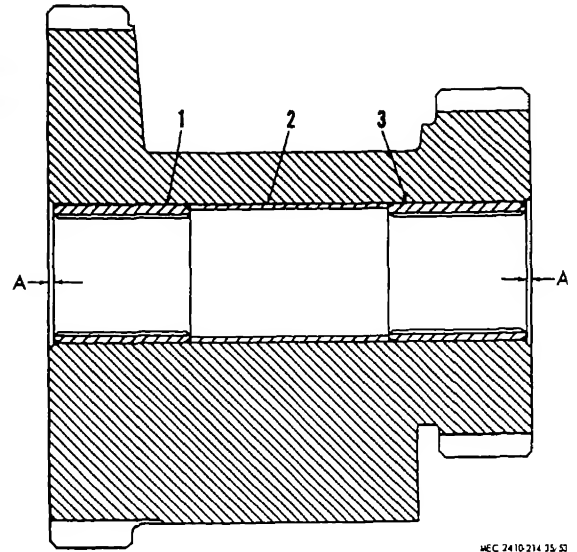
- | | |
|-------------------|------------------|
| 1 Balancer weight | 4 Shaft |
| 2 Timing marks | 5 Bar |
| 3 Balancer weight | 6 Shaft |
| | 7 Oil inlet hole |

Figure 3-42. Balancer weight removal



- | |
|----------------------------|
| 1 Guide stud, 5/16 inch-18 |
| 2 Spring |
| 3 Spacer |

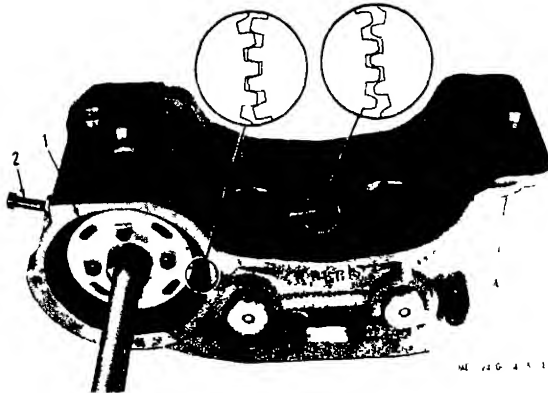
Figure 3-40 Balancer gear assembly



A— 031 dimension

- | |
|-----------|
| 1 Bearing |
| 2 Spacer |
| 3 Bearing |

Figure 3-43 Installing bearing and spacers in balance weights



- | |
|--------------------------------|
| 1 Drive gear |
| 2 Bolt, positioning, 3/8 in-16 |

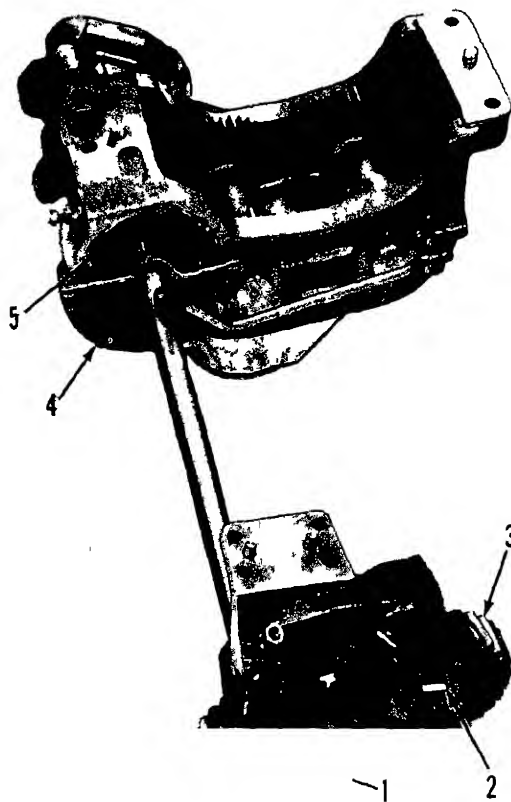
Figure 3-41 Assembly of balancer drive to balancer

d. Remove the four bolts which hold the flywheel housing to the pan, and remove the housing.
e. Check and replace gaskets, if necessary, before installation.

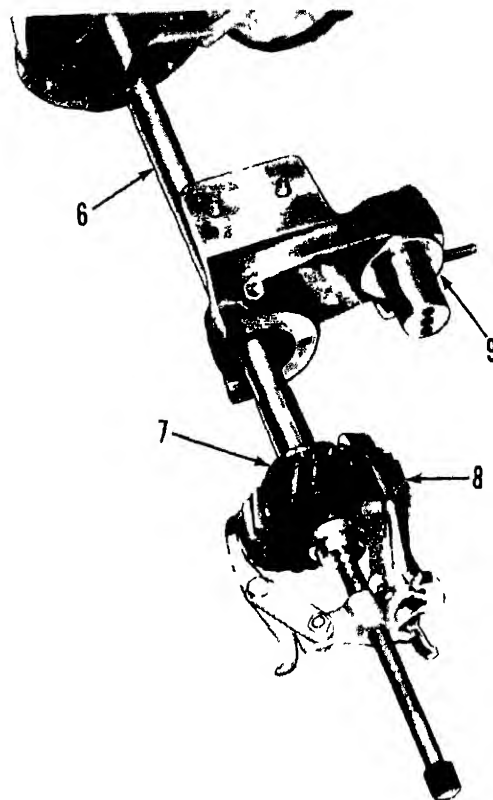
f. Tighten the flywheel housing nuts and bolts evenly to the torque value given in paragraph 1-4g

3-12. Pistons and Connecting Rods (fig 3-45)

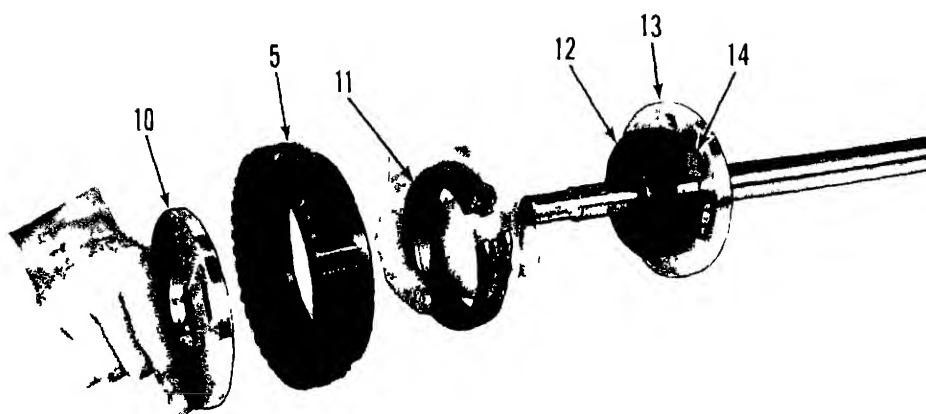
a. *General* The aluminum alloy piston has three rings, consisting of two compression rings and one oil ring. All rings are located above the piston pin bore. The two compression rings seat in integral cast iron bands and the single oil ring is springloaded. Holes in the groove for the oil ring provide for the return of oil to the crankcase. The piston pins are full floating and are held in place by retainers fitting into recesses in the pin.



A



B



C

MEC 2410-214 35 49

- 1 Nut
- 2 Retainer plate
- 3 Idler gear
- 4 Drive gear cover
- 5 Drive gear
- 6 Balancer drive shaft
- 7 Washer

- 8 Drive gear
- 9 Shaft support bracket
- 10 Drive gear rear plate
- 11 Spring plate
- 12 Hub
- 13 Drive gear front plate
- 14 Key

Figure 3-39 Balancer drive disassembly

remaining bearings into the weights until they bottom against the spacers.

(6) Place the balance weights in the bracket aligning the timing marks ((2), fig. 3-42) with the weight gears.

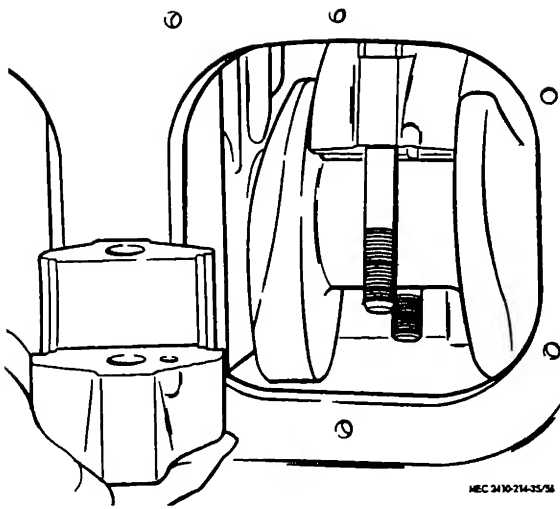


Figure 3-46. Removing connecting rod bearing cap

Caution: The intermediate compression ring has the TOP marked. Be sure to install this ring correctly.

(3) Install the piston rings on the piston using a piston ring expander. New rings must be used on new pistons. If old pistons are reused, the use of new rings is recommended to ensure proper seating.

(4) Place a piston ring compressor tool over the cylinder into which the piston is to be installed

(5) Oil the piston and rings and place the piston and connecting rod assembly into the cylinder liner until the ring rests on the compressor tool. Position the V-mark on top of the piston in alignment with the V-mark on top of the cylinder block. This will place the recess for the valves and the heat plug in the piston in the correct relationship to the valves and precombustion chamber in the cylinder head. Push the piston through the compressor and into the cylinder liner.

(6) Oil and reinstall the bearing upper half and push the piston down to hold it in place

(7) Oil and install the bearing lower half and the bearing cap and secure with the proper nuts. Torque the nuts to the value listed in paragraph 1-4b

(8) Install cotter pins to secure the nuts

(9) Replace the cylinder block inspection covers or the oil pan (whichever was removed)

(10) Replace the cylinder head, lubricating oil, and engine coolant

(11) Whenever new rings, piston assemblies or piston and liner groups are installed, be sure to run-in the engine on a conditioning schedule before operating at normal load and speed. Do not run the engine idle for a long period after installing new rings

3-13. Camshaft and Camshaft Bearings

a Removal

(1) Remove the valve rocker arms and push rods. Remove the timing gear housing, as covered in paragraph 3-14.

(2) Remove the accessory drive housing and the push rod cover.

(3) Raise the valve lifters (fig. 3-47) and secure them in this position with a piece of wire around the groove in the top.

(4) Remove the camshaft and gear assembly. Be careful not to damage the bearing bores as the cams pass through them.

(5) Check the bearing clearance. For the permissible bearing clearance, (table 1-1)

(6) Press the bearings out of the cylinder block if replacement is necessary

b Cleaning, Inspection, and Repair.

(1) Clean all parts in an approved solvent

(2) Replace all parts exceeding limits given in table 1-1

c. Installation

(1) Install the camshaft front bearings and spacer with the split toward the top and center of the block, and so there is .03-inch clearance from the face of the cylinder block to the bearing edge.

(2) Install the center and rear bearings with split toward top and center of block

(3) Complete the installation in the reverse order of removal

d Checking Camshaft End Clearance

(1) The end thrust of the camshaft is taken by two thrust washers. These thrust washers are identical and interchangeable. One thrust washer is located on the cylinder block and held by two dowels. The other thrust washer (fig 3-48) is located inside the timing gear housing and held in position by two dowels. The thrust washers take the thrust from the machined face on both sides

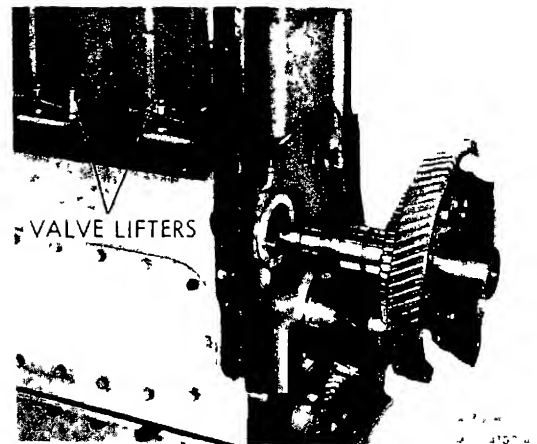
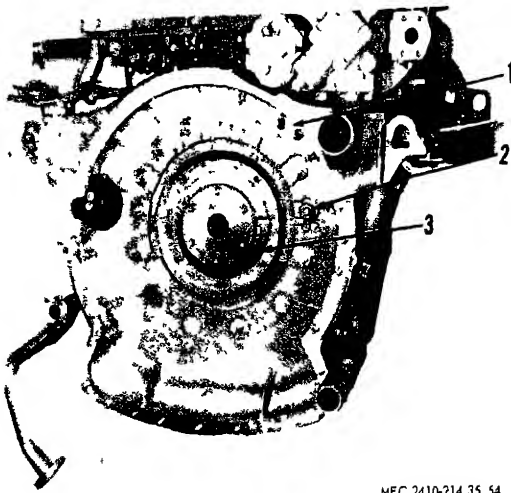


Figure 3-47 Removing camshaft



MEC 2410-214 35 54

- 1 Bolts and lock
- 2 Nuts and locks
- 3 Slinger

Figure 3-44 Flywheel housing removal.

bore. The stainless steel plug in the crater of the piston prolongs piston life by providing a more heat resistant surface at the point of highest combustion temperature.

b Removal and Disassembly.

- (1) Drain the lubricating oil and the engine coolant.
- (2) Remove the cylinder heads as described in paragraph 3-4.
- (3) Remove the carbon from the inside top surface of the cylinder liner
- (4) Remove the cylinder block inspection covers or the oil pan.
- (5) Remove the cotter pins and nuts from the connecting rod bolts. Remove the cap and bearing lower half as shown in figure 3-46

Caution: Connecting rod bearing caps and connecting rods are numbered to insure installation in their original positions.

- (6) Remove the bearing upper half by turning the crankshaft or pushing the rod up slightly.
- (7) Rotate the crankshaft until the piston to be removed is at top dead center. Carefully push the connecting rod upward until the piston rings are out of the cylinder
- (8) Lift out the piston and connecting rod assembly

(9) Remove piston rings with a ring expander.

- (10) Remove piston pin retainers at each end of piston pin and remove piston pin

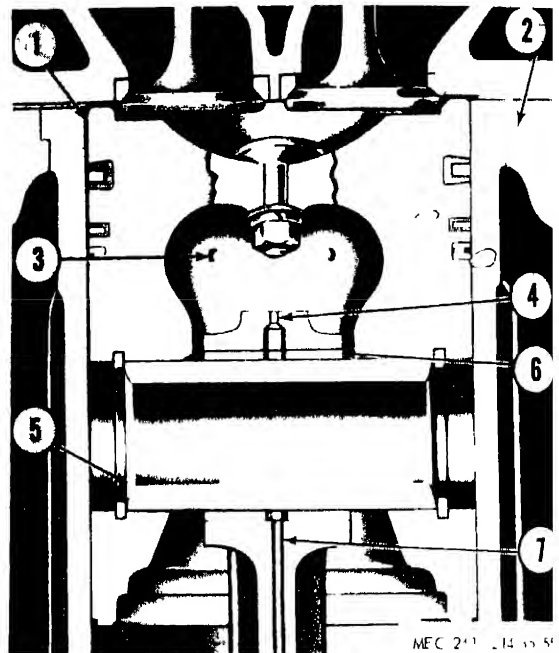
c Cleaning, Inspection, and Repair.

- (1) Remove all carbon and gummy deposits from the piston by cleaning with an approved solvent. Dry thoroughly

Caution: Do not use carbon scrapers broken piston rings to remove carbon from piston grooves. Use a stick of hardwood for that purpose.

(2) The gap between the ends of the piston ring should be measured before the rings are stalled on the pistons. Insufficient ring gap may cause scored cylinder sleeves or other serious damage. Select the rings to be used on each piston and push them one at a time into the cylinder sleeve in which they are to operate. Use a piston to push the ring squarely into the cylinder sleeve so that it is parallel with the top and in the travel area and measure the gap with a feeler gage

Note. Prior to reassembly ensure that the piston and piston parts are within limits given in table. Check cylinder liners.



MEC 2410-214 35 54

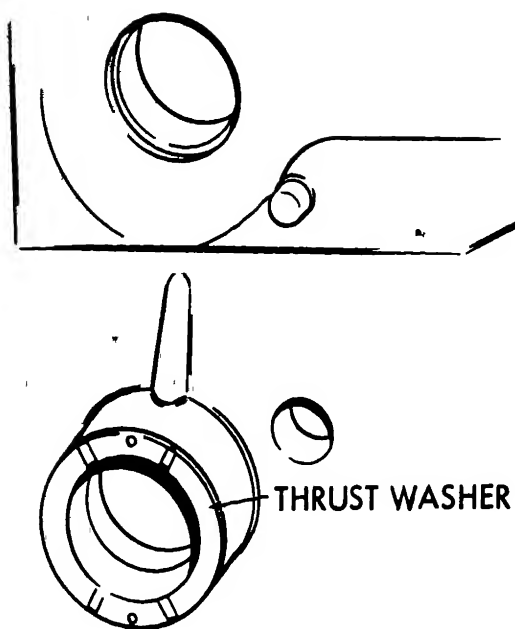
- 1 Piston
- 2 Cylinder liner
- 3 Oil return hole
- 4 Oil discharge hole
- 5 Piston pin
- 6 Bearing
- 7 Drilled oil passage in connecting rod

Figure 3-45 Piston and ring lubrication

d Reassembly and Installation

(1) If a new piston pin bearing is required it must be pressed into place and then machined accurately on a rod boring machine

(2) Reassemble piston, connecting rod and piston pin and secure with piston pin retainers. Number on connecting rod must be opposite mark on piston.



MEC 2410-214-35/58

Figure 3-48 Camshaft thrust washer

of the small camshaft gear, which is integral with the camshaft

(2) The end clearance can be checked only with the timing gear housing in place.

(3) To check end clearance, remove the camshaft bearing cover and install a dial indicator on the housing so that the anvil is against the end of the camshaft

(4) Remove the rear connecting rod inspection cover and use a bar to move the camshaft forward and back as far as it will move. See table 1-1 for the correct end clearance and permissible clearance. When excessive clearance is noted, remove the timing gear housing and the camshaft and install new thrust washers

3-14. Timing Gears and Timing Gear Housing

a Timing Gear Housing

(1) Removal.

Note The engine is removed from the tractor for the following removal sequence. The operation can be accomplished with the engine in the tractor if the radiator and guard are removed (para 3-29). The engine must be securely blocked up in the front after the spacers are inserted between the oil pan and cylinder block, but before the front support is removed.

(a) Remove the governor control mechanism ((1), fig 3-49).

(b) Remove water pump (2). Refer to TM 5-2410-214-12

(c) Refer to paragraph 3-2 and remove the crankshaft pulley ((3), fig. 3-49).

(d) Refer to paragraph 3-15 and the rear power takeoff shaft.

(e) Remove the bolts that secure the oil pan to the timing gear housing.

(f) Loosen the bolts along both sides of the oil pan so that the spacers (fig. 3-50) can be placed, one on each side, between the oil pan and the cylinder block to prevent damaging the gasket when removing the timing gear housing.

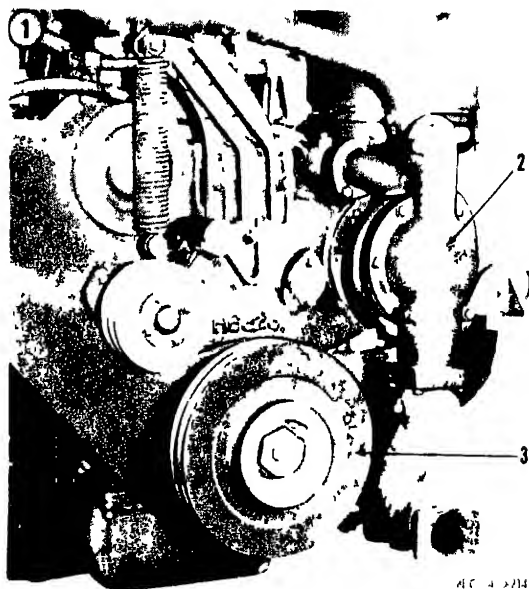
Note. Use care, when installing the spacers, not to damage the oil pan gasket.

(g) Remove the front support (para 3-2)

(h) Remove all bolts securing the timing gear housing to the cylinder block.

(i) Using a hoist for support, move the timing gear housing straight forward until it clears the dowels and the end of the crankshaft.

Note The timing gears are driven by the crankshaft. These gears have timing marks which must be aligned as shown for proper engine operation. The rear power takeoff is driven by the large helical gear of the camshaft gear assembly ((2), fig 3-51). This gear also meshes with an idler gear, located in the timing gear housing, which drives the water pump. There is a small cover on the front of the timing gear housing which can be removed for checking the timing marks of gear (1) and (2).



- 1 Governor control mechanism
- 2 Water pump
- 3 Crankshaft pulley

Figure 3-49. Preparing to remove timing gear housing

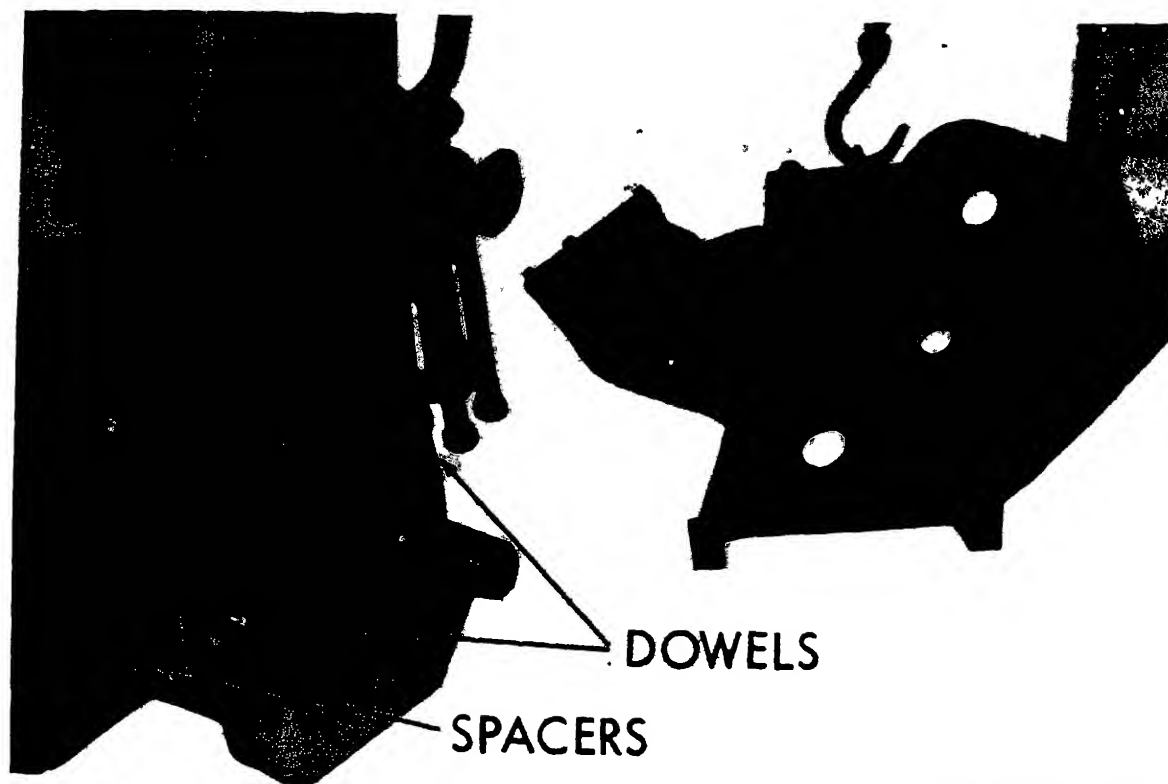
(2) Inspection.

(a) Inspect the timing gear housing for cracks or damage.

(b) Inspect the mounting gasket and place if damaged.

(3) Installation.

(a) Install the timing gear housing cover in the reverse order of removal.



MEC 2410-214-35/60

Figure 3-50. Timing gear housing removed.

(b) Tighten the timing gear housing bolts evenly to the torque value given in paragraph 1-4g

b Idler Gear

(1) Removal

(a) Remove the timing gear housing.

(b) The water pump idler gear ((1), fig. 3-52) can be removed in the following manner. Remove the cover from the timing gear housing (2) and pull the shaft (3) from its bore in the housing as shown. Use a puller, an adapter, and a box wrench.

(c) Remove the idler gear.

(2) Inspection

(a) Clean idler gear and shaft in an approved solvent.

(b) Check the shaft and bearings (table 1-1)

(c) Inspect the oil line to be sure it is not damaged

(3) Installation.

(a) When installing the water pump idler gear, place the gear in the housing so the side of the gear with the longest hub ((1), fig 3-53) is facing the rear of the engine

(b) Press the shaft (2) through the bore in the housing and through the gear to a depth of 3/16 inch (A) as illustrated.

c Camshaft Gear

(1) Removal

(a) Remove the timing gear housing

(b) Remove the nuts and locks from the bolts ((1), fig 3-54) and remove the gear (2)

(2) Cleaning, inspection, and repair.

(a) Clean the gear in an approved solvent and dry thoroughly

(b) Inspect the gear for cracks and missing or worn teeth. Replace if necessary

(3) Installation

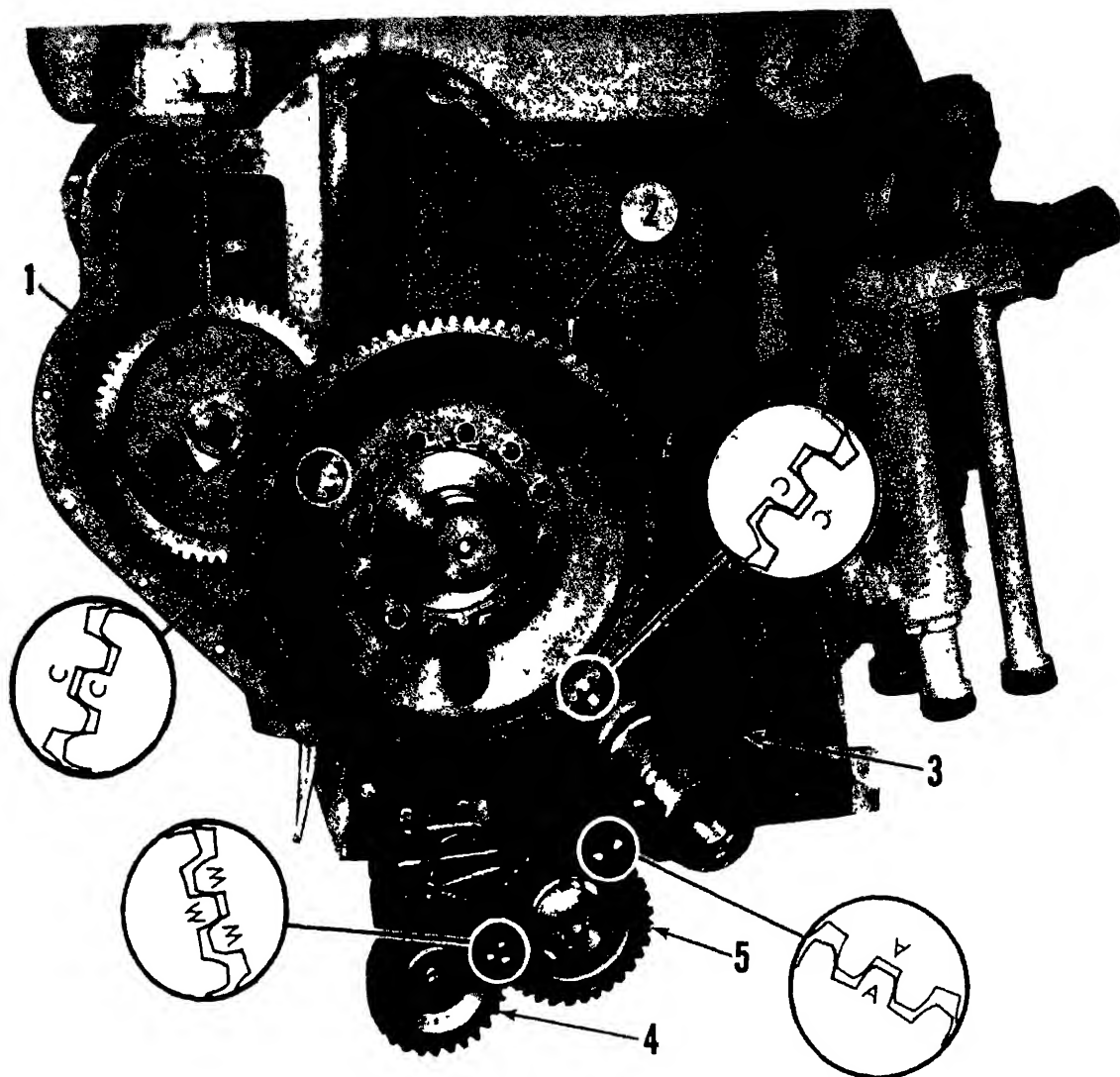
Caution: Do not drive the gear on the camshaft, as this may dislodge the plug in the camshaft rear bearing bore and allow oil to leak into the flywheel housing.

(a) Align the camshaft timing mark with the crankshaft timing mark and install the camshaft gear.

(b) Install the locks and nuts and tighten evenly and diametrically to the torque value given in paragraph 1-4g

(4) Checking camshaft gear backlash.

(a) The backlash between the camshaft gear and the crankshaft gear can be checked by a dial indicator. The backlash between the camshaft gear and the crankshaft gear is listed in table 1-1.



MEC 2410-214-35 61

- | | |
|------------------------|-----------------------------|
| 1 Accessory drive gear | 4 Balancer drive gear |
| 2 Camshaft gear | 5 Balancer drive idler gear |
| 3 Crankshaft gear | |

Figure 3-51 Timing gears and marks

(b) When a dial indicator reading of a value greater than the permissible backlash is shown, a further check must be made to determine the cause. Excessive backlash indicates that either the timing gears, the main bearings or the camshaft bearings are badly worn

(c) Timing gear wear can be compensated for by adjusting the fuel injection pump lifters (para 3-22)

(d) If either the main bearings or the camshaft bearings are badly worn, they should be replaced with new ones.

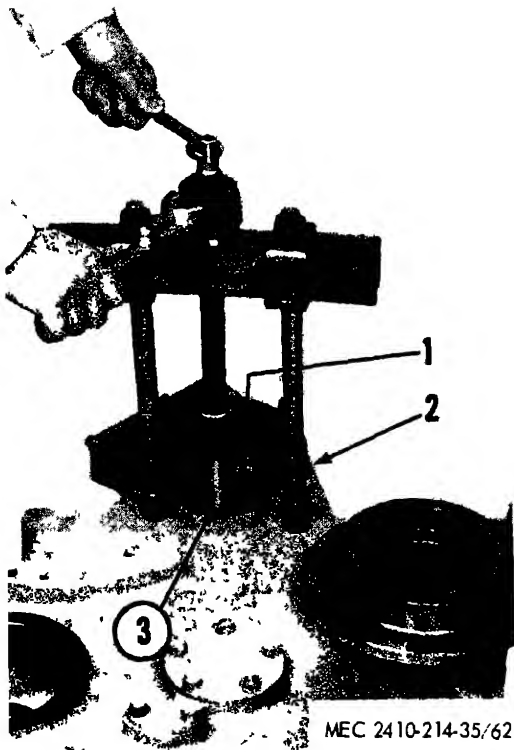
(e) If a reading of less than the minimum backlash is shown, it is an indication of incorrect assembly, or burr or rough spot on one of the gears. In this case, take readings every 90° around

the camshaft gear to determine the cause. A burr can be removed from a gear tooth, by using a gear file or fine stone, without removing the gear from the camshaft. When removing a burr, cover the remaining exposed parts to keep them clean

3-15. Rear Power Takeoff and Transmission Oil Pump Driver

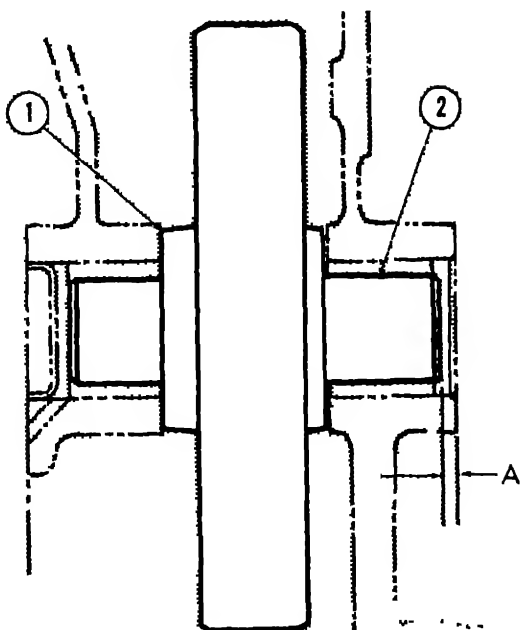
a. Rear Power Takeoff Drive

(1) *General* The rear power takeoff drive shaft is located on the right side of the engine and is driven by the camshaft gear. The drive gear is a shrink fit on the shaft, and is carried by a bearing in the cover on the timing gear housing and bearing at the front and the rear of the cylinder block. Thrust washers in the timing gear



- 1 Gear
- 2 Housing
- 3 Shaft

Figure 3-52. Idler gear removal.

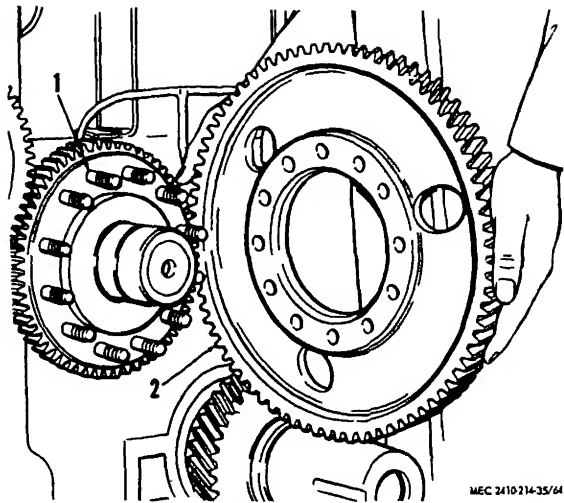


- A—3/16 in
- 1 Hub
- 2 Shaft

Figure 3-53. Installing the water pump idler gear

sing take the thrust loads on the machined as of the drive gear

(2) Removal and disassembly.



- 1 Bolt
- 2 Gear

Figure 3-54. Camshaft gear removal

- (a) Remove hydraulic and winch pumps
- (b) Remove the cover from the power takeoff housing ((1), fig 3-55)
- (c) Remove snapping (2) and gear (3)
- (d) Remove snapping (5) and bolts securing cage assembly (6) to the housing
- (e) Use two $\frac{3}{8}$ -inch-16 (NC) bolts in the holes (6) to remove the cage assembly

Caution: The cage assembly must be removed to prevent damage to the bearings inside of the cage when removing and installing the rear power takeoff shaft

- (f) After the bolts which hold the cover assembly ((1), fig 3-56) in place have been removed, use three $\frac{3}{8}$ -inch-16 (NC) forcing bolts (2) in the holes provided to remove the cover assembly from the timing gear housing as shown
- (g) Remove the shaft as shown in figure 3-57

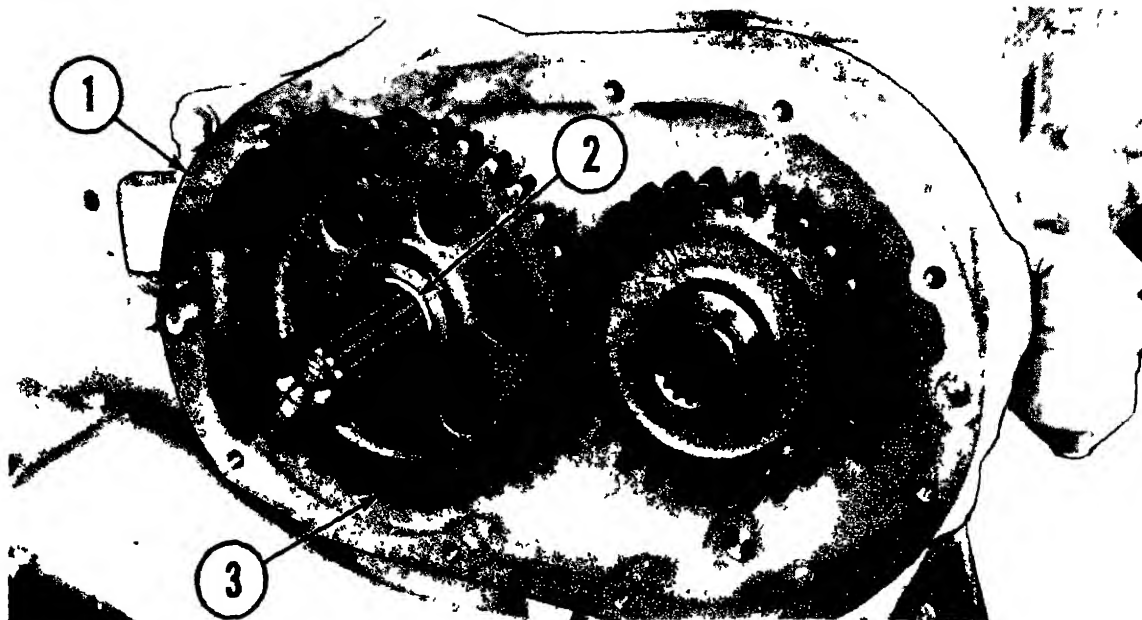
(3) Cleaning, inspection, and repair

- (a) Clean all parts in an approved solvent
- (b) Remove burrs and rough surfaces from the gear teeth with a gear file or fine stone
- (4) Reassembly and installation Reassemble and install in the reverse order of removal and disassembly

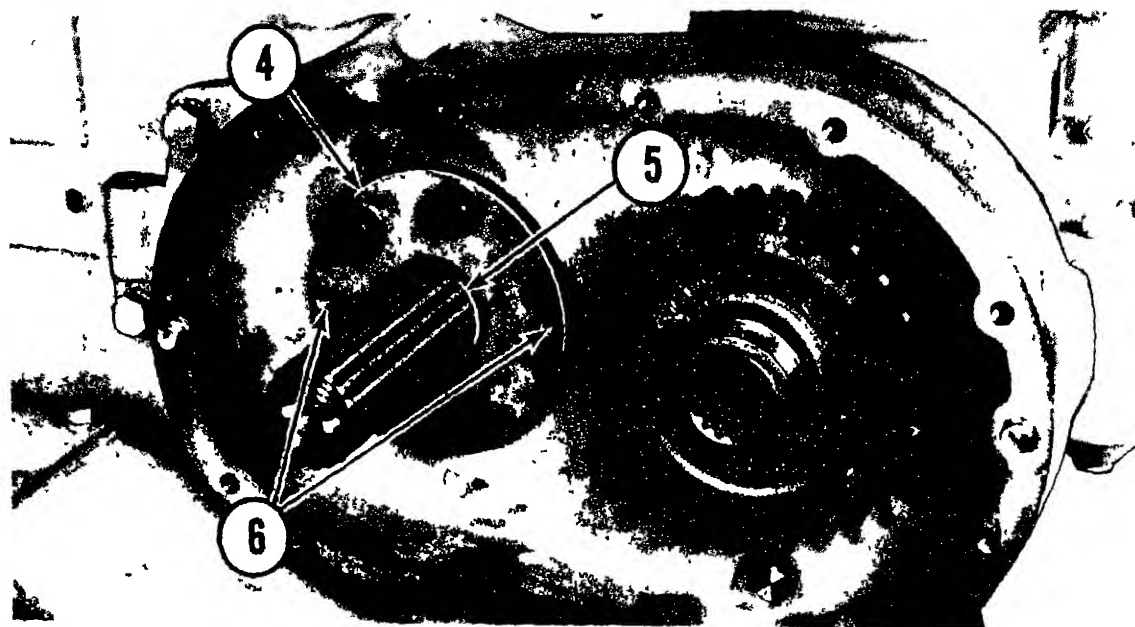
(5) Checking end clearance

- (a) The end clearance is controlled by two thrust washers similar to the camshaft thrust washers. The distance between the thrust washers is greater than the distance between the machined faces of the drive gear, thus permitting the shaft to move forward and back in the bearings

(b) The end clearance can be checked by removing the power takeoff housing cover, mounting a dial indicator against the rear end of the



A



B

MEC 2410-214-35/65

- | | |
|-------------------------|----------------------|
| 1 Power takeoff housing | 4 Cage assembly |
| 2 Snapping | 5 Snapping |
| 3 Gear | 6 Forcing bolt holes |

Figure 3-55 Rear drive assembly

rear power takeoff drive shaft and moving the shaft forward and backward to its limits

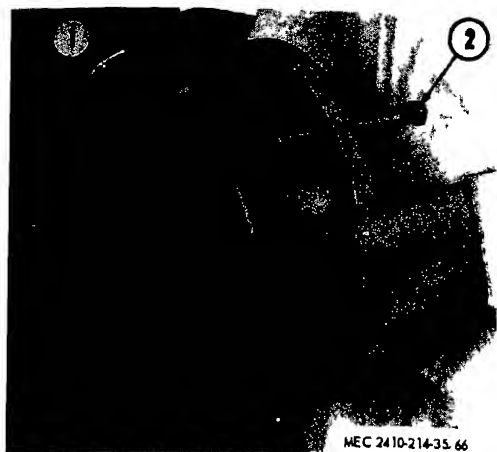
(c) See table 1-1 for the correct end clearance and permissible clearance

(d) When excessive clearance is shown, remove the drive shaft and install new thrust washers

b Transmission Oil Pump Drive
(1) Removal and disassembly

(a) Remove the cover of the power takeoff housing

(b) Inspect the bearings (fig. 3-58) and replace if damaged. To remove the inner races (1) and (3) fracture will probably be necessary. The outer race (4) can be driven out of the housing (5) through an opening in the front of the housing. The outer race (7) can be driven from the cage (6) after the cage has been removed from the cover.



- 1 Cover assembly
- 2 Forcing bolts

Figure 3-56. Cover assembly removal.

(c) Cleaning, inspection, and repair.

- (a) Clean all parts in an approved solvent.
- (b) Remove burrs or rough spots from drive gear with a gear file or fine stone.



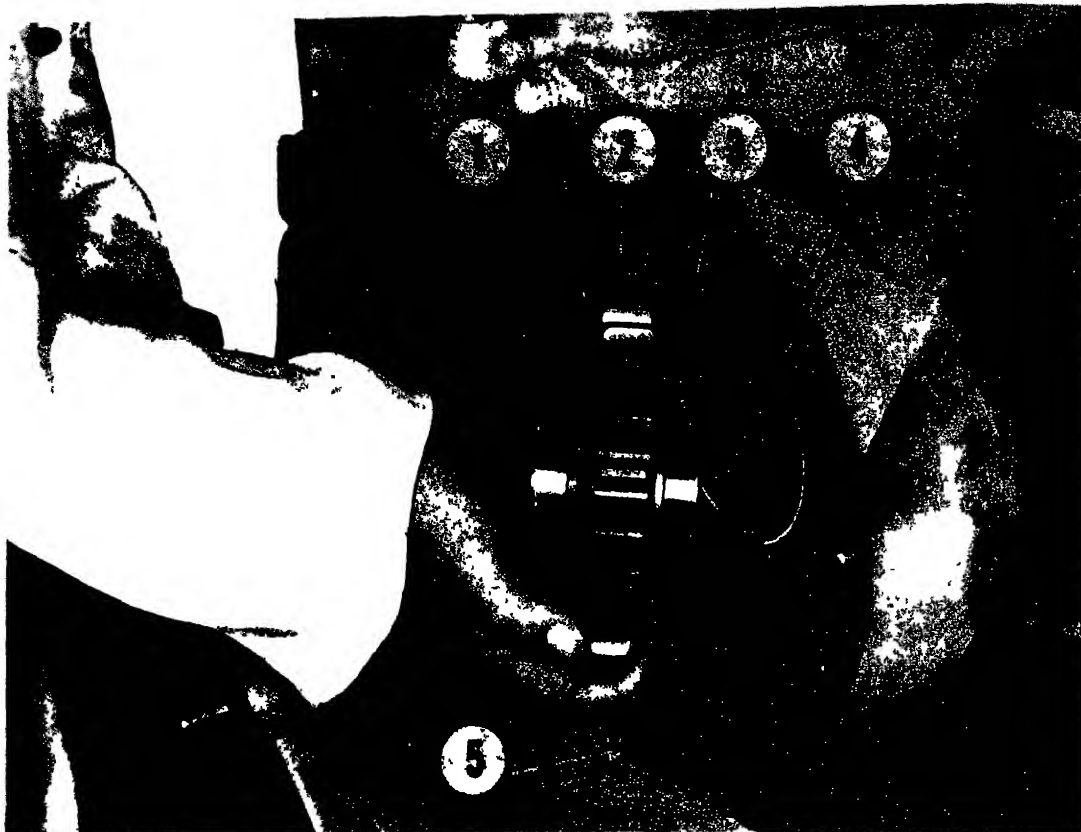
MEC 2410-214-35.67

Figure 3-57. Shaft removal.

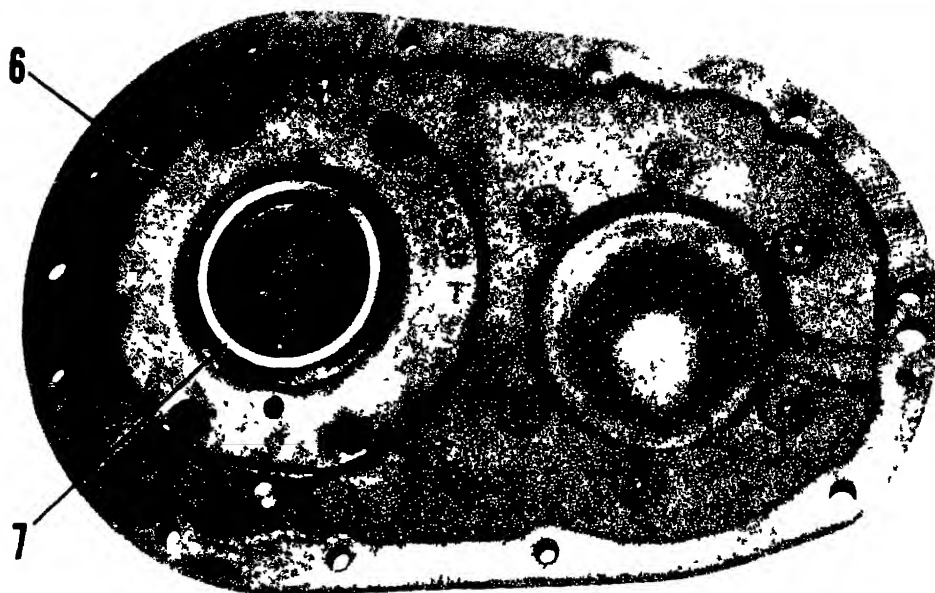
- (c) Heat the inner races (1) and (3) in oil to a temperature not to exceed 600° F and install if replacement was necessary.

- (d) Outer races (4) and (7) can be pressed into position in their respective cages

- (3) *Reassembly and installation.* Reassemble and install in the reverse order of removal and disassembly.



A



B

MEC 2410-214-35/68

- | | |
|------------------------------------|--------------|
| 1 Inner race | 4 Outer race |
| 2 Transmission oil pump drive gear | 5 Housing |
| 3 Inner race | 6 Cage |
| | 7 Outer race |

Figure 3-58. Pump drive gear and bearing

Section II. ENGINE ACCESSORY DRIVE AND GOVERNOR

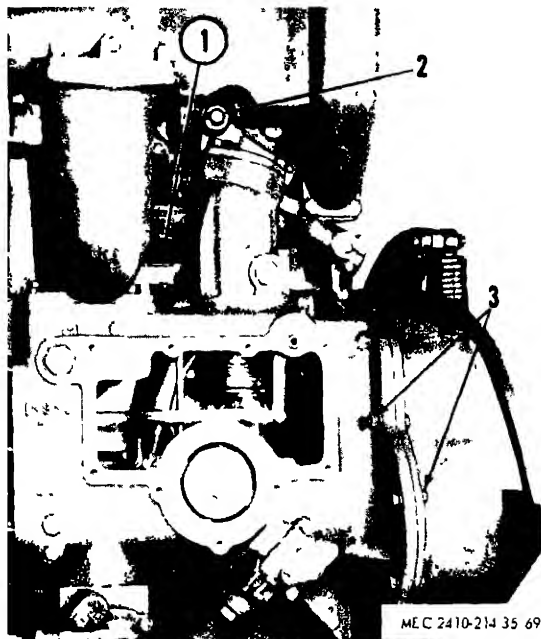
Governor Housing Removal and Installation

Removal.

- 1) Remove the fuel injection pump housing (3-22).
- 2) Disconnect bleed line ((1), fig. 3-59).
- 3) Remove linkage (2).
- 4) Attach a hoist to support the weight of governor housing.
- 5) Remove the nuts and bolts (3).
- 6) Slide the housing off dowels ((1) and g. 3-60) and ferrule and seal (5), and move away from the timing gear housing.

Installation.

- 1) Use a new seal and gasket when installing governor housing.
- 2) Accessory drive gear (6) must be timed all camshaft gear (3). Proceed as follows:
 - (a) Remove cover ((3), fig. 3-61) and the at the top of the flywheel housing.
 - (b) Rotate the crankshaft in the direction of normal rotation until No. 1 piston is at the top of the compression stroke and the TC1 and 4 on the flywheel aligns with the pointer on flywheel housing.
 - (c) Look through the hole in the timing housing and the hole in the large cam-gear. Align the marks on the small cam-gear (1), and the accessory drive gear (2).



- 1 Bleed line
- 2 Linkage
- 3 Nuts and bolt

Figure 3-59. Preparing to remove governor housing



- 1 Dowel
- 2 Camshaft gear (large)
- 3 Camshaft gear (small)
- 4 Dowel
- 5 Ferrule and seal
- 6 Accessory drive gear

Figure 3-60 Remove governor housing

3-17. Governor

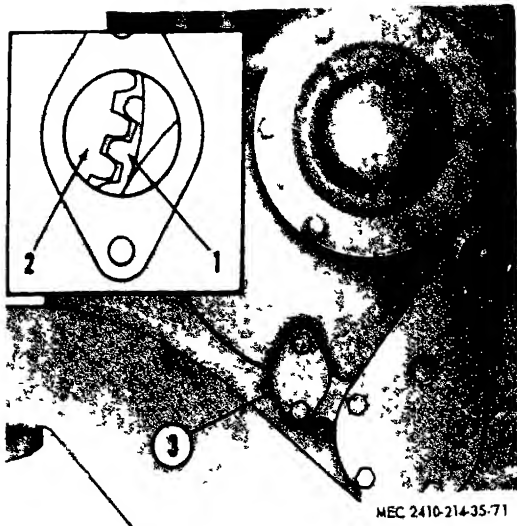
a Operation and Lubrication.

(1) The governor is located in the accessory drive and governor housing. It is connected to the fuel rack through levers and linkage. The governor regulates the amount of fuel supplied to the engine during engine operation.

(2) Governor weight force varies with engine speed and spring force is varied according to the governor hand control lever setting.

(3) The operator selects a desired engine speed by moving the governor control lever, thus increasing tension on spring ((2), fig 3-62). The governor maintains this speed nearly constant even though the load varies.

(4) The centrifugal force of governor weights (8) acting through retainer (3), thrust



- 1 Camshaft gear
- 2 Accessory drive
- 3 Cover

Figure 3-61. Aligning timing marks.

bearing (7), and crank (6), opposes the force created by the tension on governor spring (2). These forces always tend to balance. The balanced forces hold rack (1) which controls the amount of fuel delivered to the engine in such a position to make the engine operate at a constant speed

(5) The governor is lubricated by oil from the engine lubricating system. Oil under pressure reaches the accessory shaft bearing assembly and is conducted to cover (5) by tube (9). A drilled passage in the cover conducts the oil to upper bearing (4) in the cover. The shaft is drilled to lubricate the bearing in retainer (3). Other parts of the governor are lubricated by the oil thrown off the rotating retainer and the oil which escapes past the upper bearing. The oil drains through a hole in the front of the housing into the timing gear housing

b Speed Limiter Operation

(1) The speed limiter limits engine speed to approximately low idle until sufficient oil pressure is attained. It is accessible from the left side of the accessory drive housing and has a plunger which extends into the governor mechanism

(2) With no oil pressure in the engine lubrication system, the spring forces the plunger to extend in front of the arm on the governor control lever. This prevents the rack from being moved in the direction of more fuel. Engine oil, directed to a passage in the housing, pushes the plunger back when the desired oil pressure is attained. With the plunger forced back, the fuel rack can be moved in the direction of more fuel.

c Governor Seals.

(1) The governor high and low idle adjustment cover and the accessory drive cover are sealed by seal ((2), fig 3-63). The rack adjustment cover at the rear of the fuel pump housing is sealed by seal (1). The wire and aluminum seals are installed through holes drilled in the bolt heads. To adjust the governor, remove the fuel injection pump housing, or adjust the fuel rack, it is necessary to break the seals.

(2) Rack settings are carefully set at the factory and should not be changed without specific instructions. An incorrectly adjusted fuel rack affects the operation of the turbocharger (g below).

d. Governor disassembly and assembly.

(1) Remove the decelerator spring ((2), fig. 3-64) and deceleration housing (1).

(2) Remove cover from side of governor housing.

(3) Remove pin which attaches governor spring to crank arm (6) and the crank arm's corresponding lever

(4) Remove pin which connects rack control rod to other end of crank arm

(5) Install a 5/16-inch-18 (NC) bolt into the tapped hole in shaft (7)

(6) Pull shaft (7) toward outside of housing

(7) As shaft is withdrawn, remove lever, spacer and crank arm (6)

(8) The shaft is supported by bearings at each end. If it is necessary to replace bearings, they can be pushed out after shaft is removed.

(9) The bearing (3) in the decelerator housing should be replaced if worn or damaged

(10) To replace rollers (5) on the lever and crank arm, remove the cotter pins and drive out the pins on which the rollers are mounted

(11) The governor shaft and weights can be lifted out the top of the housing after unlocking and removing the bolts which hold the bearing retainer to pad ((2), fig 3-65) in the housing

(12) Shims (1) are provided for adjusting the backlash between the bevel gears

(13) Slide the thrust bearing assembly consisting of races ((6), fig 3-66) and (7) and bearing (2) off retainer (4). Remove shims (3) from retainer

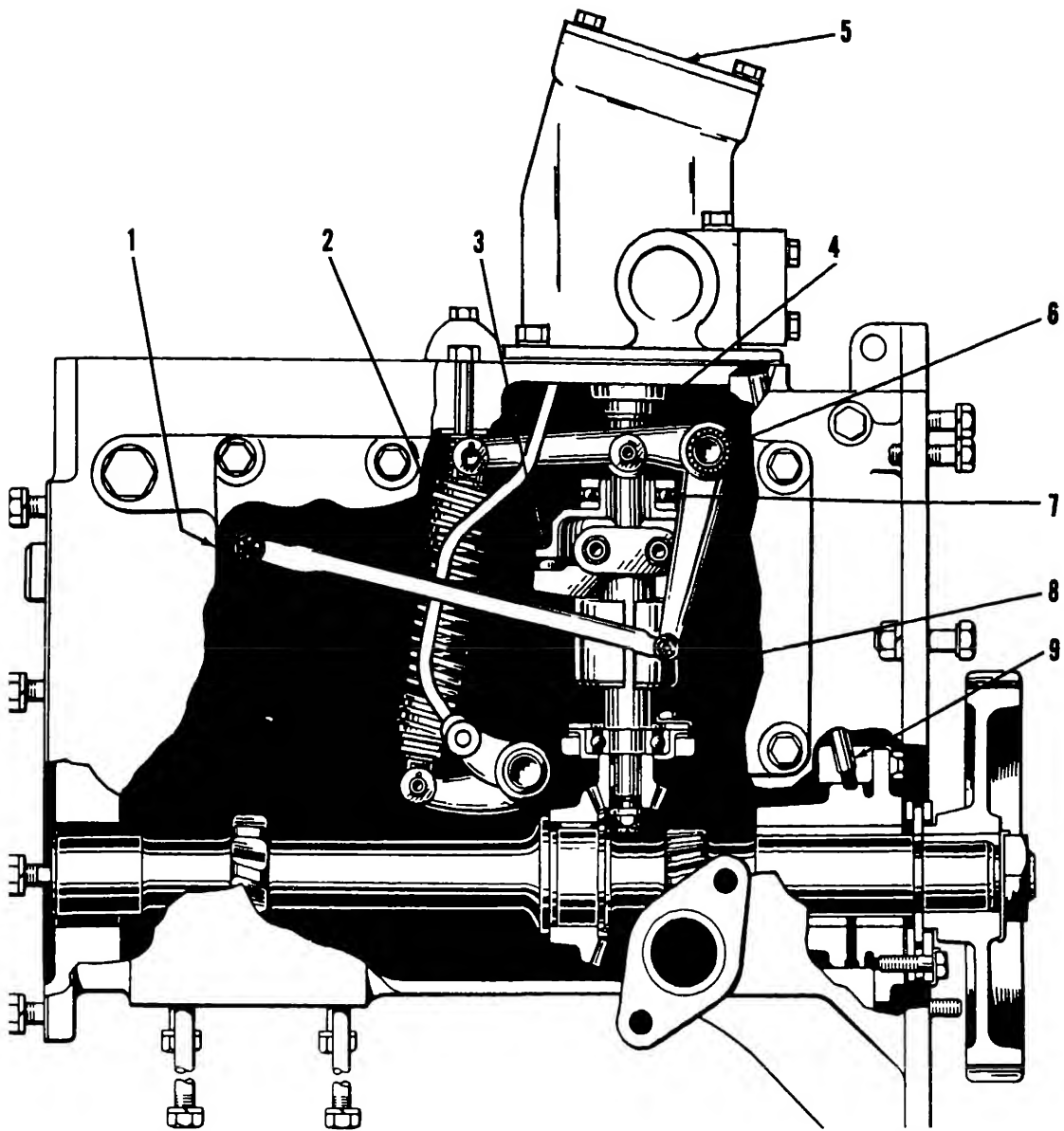
(14) Slide the retainer off governor shaft (9).

(15) Press the bearing out of the retainer if the clearance exceeds .005-inch.

(16) Remove the cotter pins and press out the pins to remove weights (5) from the shaft

(17) Bearings (8) should be pressed out of the shaft arms, if worn.

(18) Remove the cotter pin and nut from the



MEC 2410-214-35/72

- | | |
|-------------------|-------------------|
| 1 Rack | 6 Crank |
| 2 Governor spring | 7 Thrust bearing |
| 3 Retainer | 8 Governor weight |
| 4 Upper bearing | 9 Tube |
| 5 Cover | |

Figure 3-62 Governor

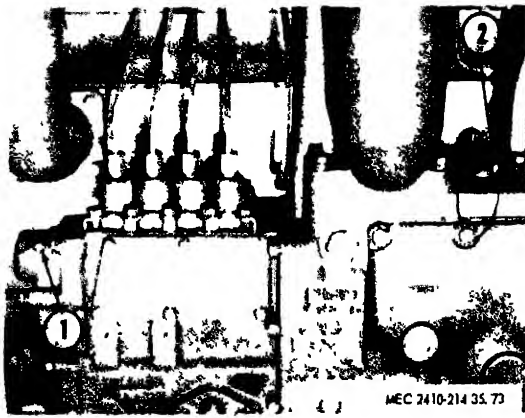
end of the shaft and pull the gear (11), a puller.

Caution: When pulling the gear, it is ad-
to install a nut flush with the end of the

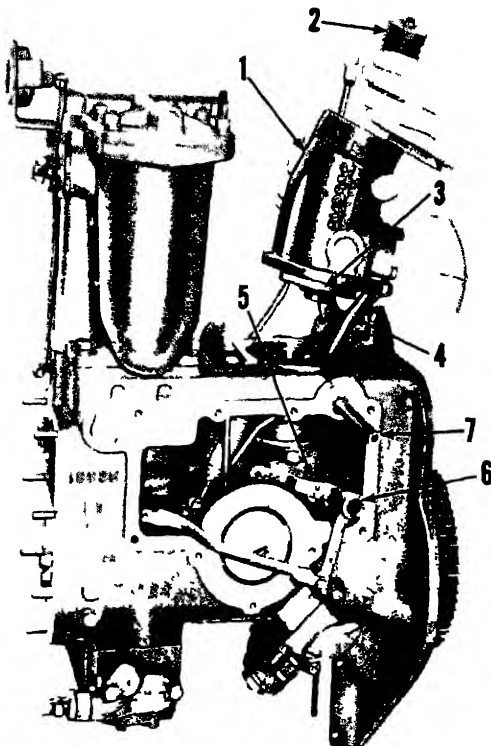
- 1) Pull shims (3), fig. 3-66) and bearing
n the same manner as the gear was pulled.
the bearing from the retainer.
- 2) Replace any parts worn enough to cause
action of the governor and linkage.

(21) When installing the shaft assembly in
the housing, use the proper number of shims
((1), fig 3-65) between the bearing retainer
and the pad to align the heels of the bevel gears
and allow .006-inch backlash.

(22) If new parts have been installed in the
governor, check the distance ((X), fig. 3-67) be-
tween the top of the housing and the upper bear-
ing race as shown. The weights must be tight
against the shaft when the measurement is taken.



1 Rack adjustment cover seal
2 Governor seal
Figure 3-63. Governor seals.



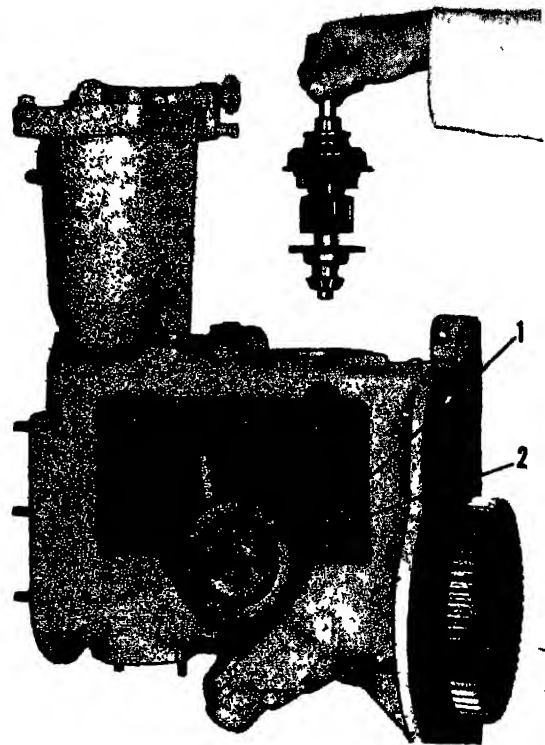
1 Decelerator housing
2 Spring
3 Bearing
4 Decelerator rod
5 Roller
6 Crank arm
7 Shaft

Figure 3-64 Disassembly governor

Use shims (1) between the lower bearing race and the retainer to obtain the correct dimensions (X) listed in table 1-1. This setting insures that full rack travel can be achieved with the governor weights in the fully closed position.

(23) Make sure that all parts operate freely without binding as the governor is assembled.

e. Speed Limiter Disassembly and Assembly.



1 Shims
2 Pad in housing

Figure 3-65. Shaft and weight removal.

(1) Remove the governor housing from the side of the engine (para 3-16).

(2) Tighten plug ((3), fig. 3-68) to torque valve given in paragraph 1-4g.

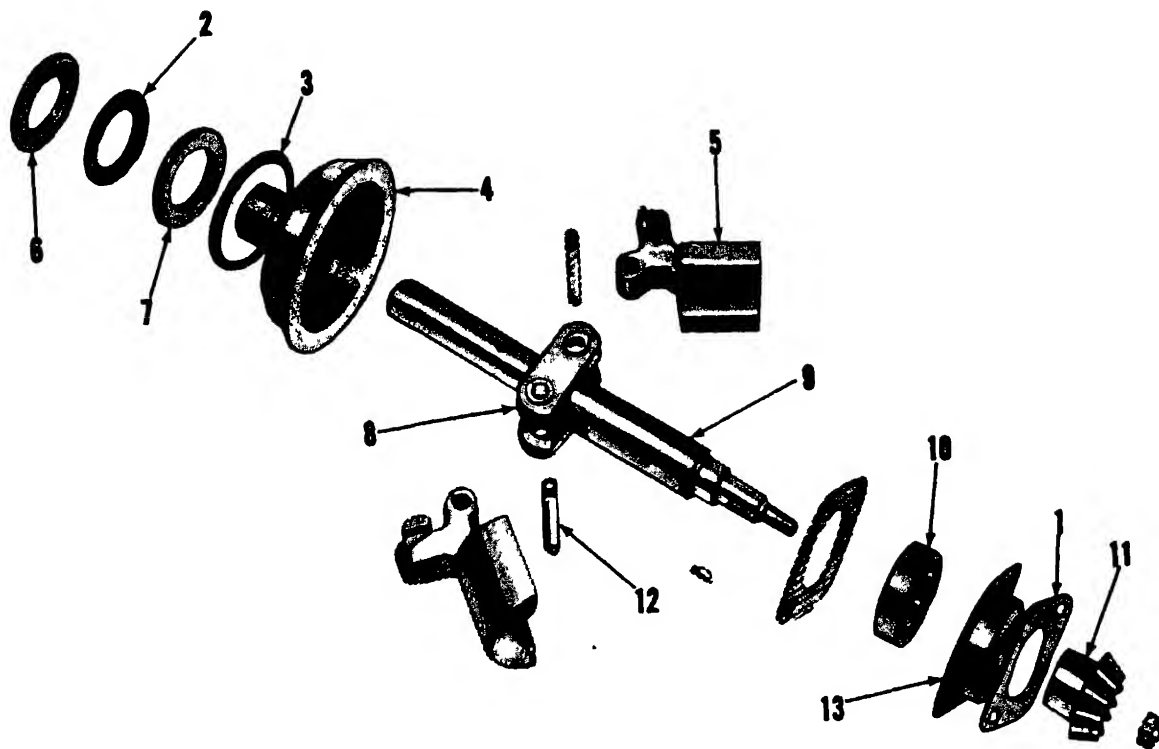
f. Low and High Idle Speed Adjustments

(1) The engine speed can be checked at the tachometer drive connection on the service meter after removing the cover. The reading observed will be one-half actual engine speed (fig. 3-69)

(2) The low idle and high idle engine speeds can be adjusted by removing cover ((3), fig. 3-70) over the governor and turning adjusting screws (2) (4) Screw (2) nearest the engine adjusts the low idle speed and screw (4) adjusts the high idle speed Holes (1) are shaped to act as retainers to prevent the screws from turning after the adjustment is made.

(3) To adjust low idle speed, turn adjusting screw (2) clockwise to decrease, or counterclockwise to increase the low idle speed. Push the governor control lever to the LOW IDLE position (with the engine running) and check the speed as shown.

(4) To increase the low idle speed, pull the governor control lever back to the point where the engine operates at the desired speed. Then



MEC 2410-214-35/76

- | | |
|------------|-------------|
| 1 Shims | 8 Bearing |
| 2 Bearing | 9 Shaft |
| 3 Shims | 10 Bearing |
| 4 Retainer | 11 Gear |
| 5 Weights | 12 Pin |
| 6 Race | 13 Retainer |
| 7 Race | |

Figure 3-66. Governor components.

the screw counterclockwise until resistance is felt. Pull the governor control lever back; push it forward and recheck the speed.

(5) Move the governor control lever to the HIGH IDLE speed position and check the engine speed. Turn the high idle speed adjusting screw clockwise to decrease the speed or counterclockwise to increase the speed. Move the governor control lever to a lower speed, then back to the high idle and recheck the engine speed. Repeat each adjustment until the specified high speed is obtained.

Fuel Rack Setting.

(1) The fuel rack setting can be checked and adjusted with the fuel injection pump housing removed from or installed on the engine.

(2) Remove the fuel injection pump and plunger nearest the governor and wrap the pump plunger in clean, lint-free material. Place a cap in the fuel injection line.

Note. For easier adjustment, remove cover ((2), fig. 3-71) and disconnect the governor linkage from rack. This will eliminate governor spring tension on the

(3) Install a fuel rack setting gage (1) in the opening left by the previously removed fuel injection pump and align the mark on the gear of the gage with the mark on the fuel rack.

(4) Remove the housing on the rear of the fuel pump housing to gain access to torque spring (4) and shims (5).

(5) Move fuel rack (3) forward until the collar on the rack touches, but does not move, torque spring (4).

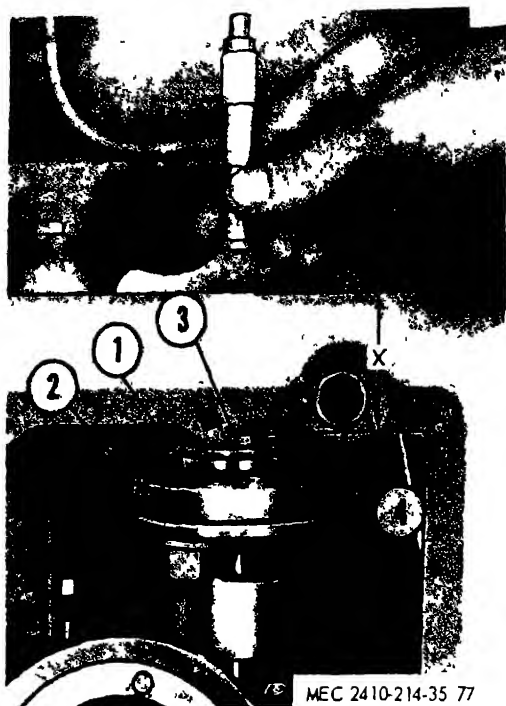
(6) Add or remove shims (5) to obtain the proper rack setting on the rack setting gage with the rack in this position.

(7) If shims are added or removed, be sure clamp ((4), fig. 3-72) torque spring (2), spacers (5), stop (6), and spacers (7) are reinstalled in the proper location.

3-18. Decelerator

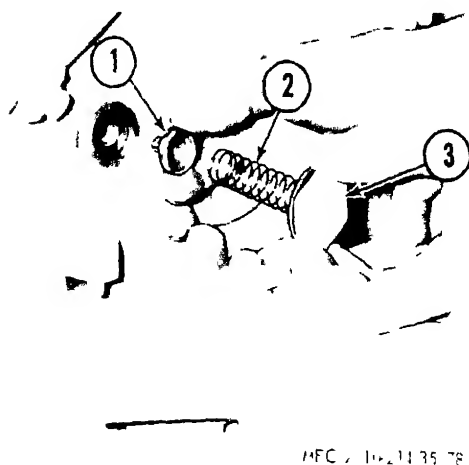
a. Operation.

(1) The decelerator is a mechanical device that reduces the engine speed for short periods of time without disturbing the governor control



- 1 Shims
- 2 Retainer
- 3 Upper race of bearing
- 4 Lower race of bearing
- X—Distance between top of housing and upper bearing race

Figure 3-67 Adjusting governor.



- 1 Plunger
- 2 Spring
- 3 Plug

Figure 3-68 Disassembling speed limiter

lever Pedal (5), fig 3-73) allows the operator to reduce the tractor speed without using the steering clutches or brakes and leaves the operator's hands free to operate various control levers

(2) The decelerator group consists of a pedal, similar to the accelerator pedal used on wheel tractors, a linkage system and decelerator hous-

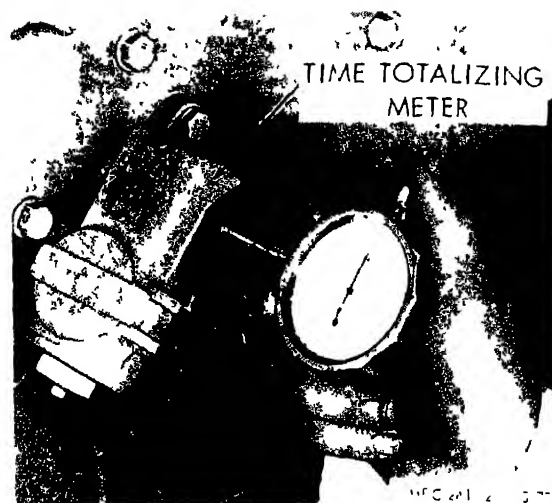
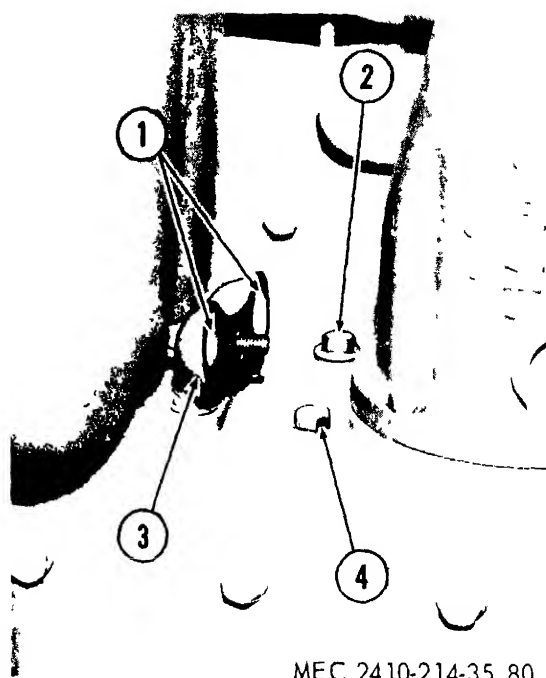


Figure 3-69. Checking engine speed



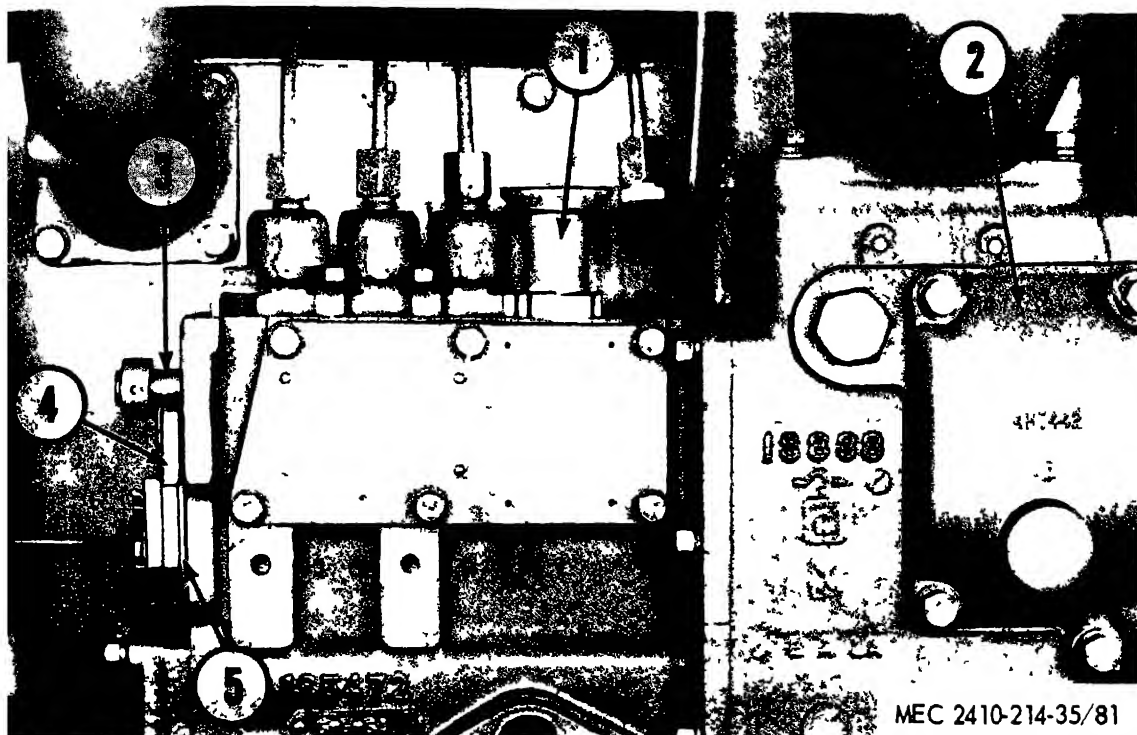
- 1 Retainer holes
- 2 Screw
- 3 Cover
- 4 Screw

Figure 3-70. Governor adjustments

ing (1), which is mounted on top of the governor housing (3)

(3) In normal operation, the diesel engine governor function is not limited or reduced by the decelerator. The decelerator only reduces engine speed when the pedal is depressed and returns the engine to the original speed as set on the governor hand control lever (7) when the pedal is released

(4) The decelerator is connected to one of the two arms on governor control lever (9) by



- 1 Fuel rack setting gage
- 2 Cover
- 3 Rack
- 4 Torque spring
- 5 Shims

Figure 3-71. Installing gage

Governor spring (6) is hooked to the arm on the lever. In the full load position, torque spring (2), acting against the rod, lugs ((3), fig 3-74) on the control lever in with hub (1).

Hub (1) is secured to the governor lever shaft, while governor lever (2) is free to rotate on the control shaft. The hub stays in the position determined by governor control lever setting.

When pedal ((5), fig. 3-73) is depressed, torque spring (2) is compressed which releases the pressure on rod (4). This relieves the tension on the governor spring and allows cover ((2), fig. 3-74) to rotate clockwise. The rack is moved in the direction of less fuel. Fig 3-75 illustrates the position of the lugs when deceleration pedal is depressed.

The engine speed slows to near low idle. Control lever (2) has rotated clockwise. The lugs (3) on the lever are no longer in contact with the hub. The position of the hub has changed.

When the decelerator pedal is released, decelerator spring expands and forces the hub to rotate the control lever counterclock-

wise until the lugs are against the hub again in the original position.

b Removal and Installation

(1) Remove the governor side cover.

(2) Loosen one bolt and remove the other bolt holding cover ((5), fig 3-76) to the decelerator housing. A warning plate attached to the cover states: **BE CAREFUL, COVER IS SPRING LOADED**.

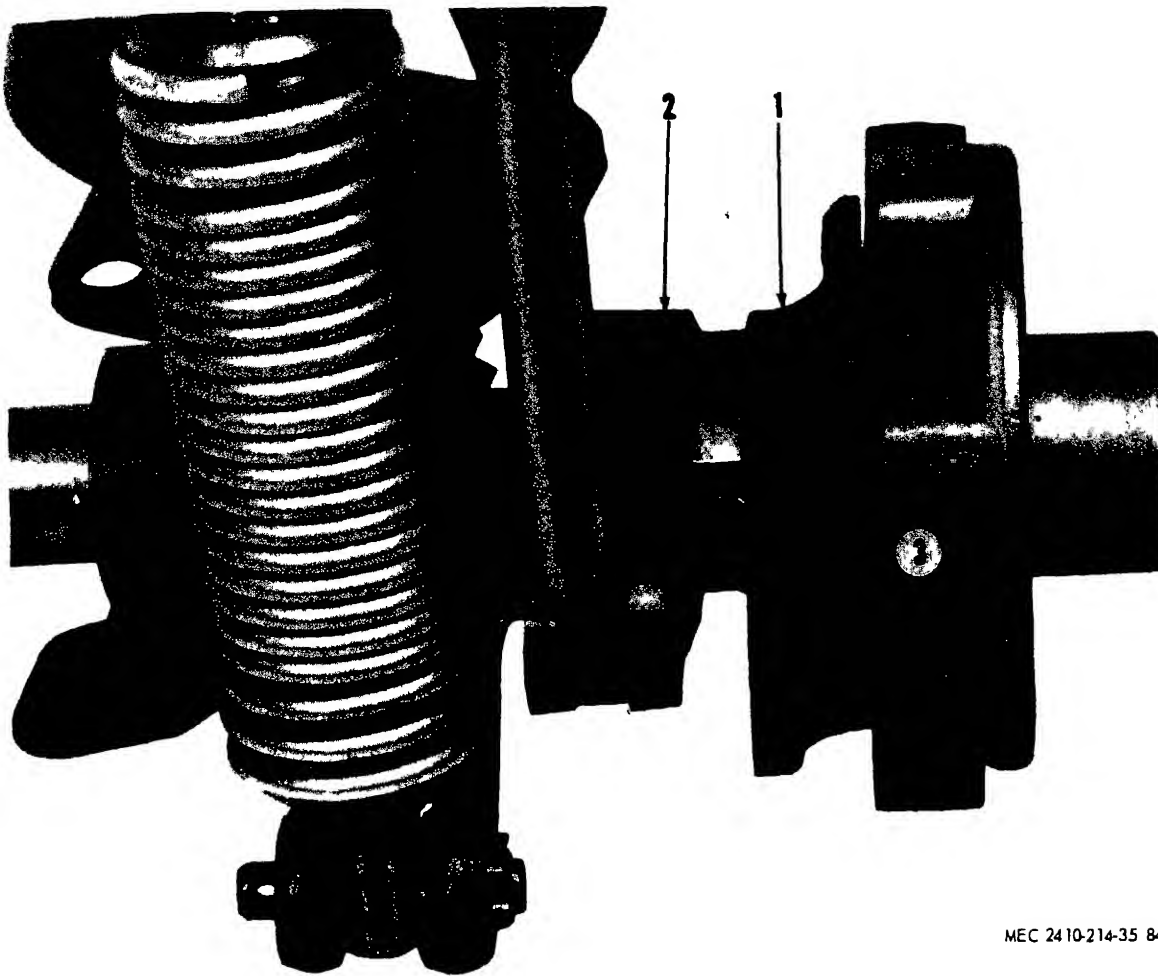
Warning: Do not rotate the cover to completely uncover the spring and guide until a bolt (4) below, is installed to compress the spring. The spring may eject with considerable force if uncovered before installing the bolt.

(3) Rotate the decelerator cover enough to permit access to the hole in the top of spring seat (4) of the decelerator, but still hold spring (3) in the housing.

(4) Insert a 1/4-inch-20NC bolt (1), 2 inches long, with a suitable washer, into the hole and tighten to compress the decelerator spring.

(5) Rotate the cover out of the way and remove the decelerator spring, guide, and seat as a unit.

(6) Remove the pin in the lever attached to the decelerator lever.



MEC 2410-214-35 84

- 1 Hub
- 2 Governor control lever
- 3 Lug

Figure 3-74. Position of lugs—Normal operation

ting to work through the control causes the
ls to be forced tighter against the ring, pro-
ing a more positive lock

(3) If the governor control lever is moved
desired position and fails to stay at that
ion, it is advisable to inspect the ser-
l surfaces of the pawls and ring for wear

Disassembly.

(1) Remove the control lever from shaft
, fig 3-81).

(2) Remove the governor side cover. It is
positioned by dowels (3) and held in place by
bolts

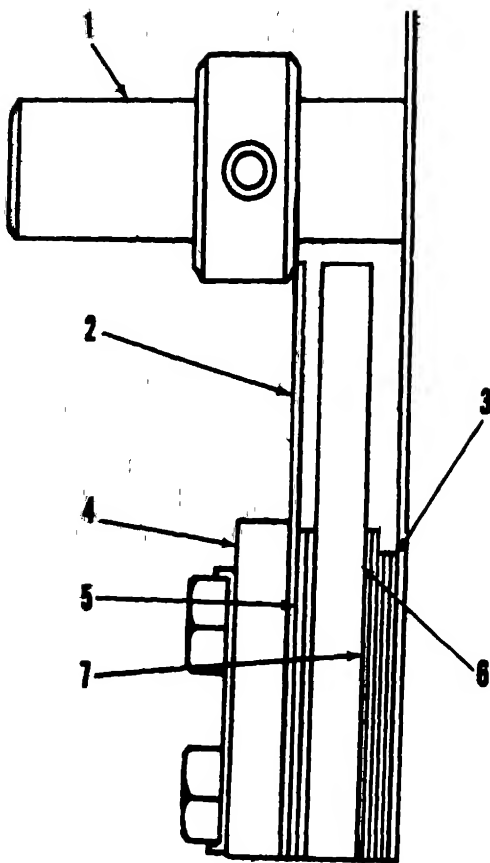
(3) Remove hub (4)

(4) Move shaft (2) out of the housing far
enough to remove pawls (5)

(5) Remove oil seal (1)

(6) Remove ring (7) which is located by
dowels (3)

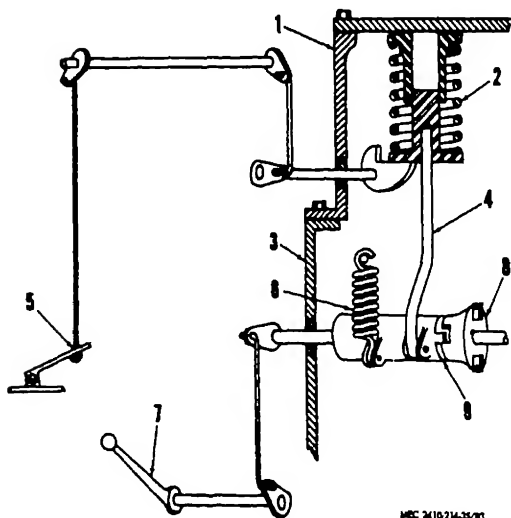
(7) Lever (6) can be removed after discon-
necting the governor linkage



MEC 2410-214-35/82

- | | |
|-----------------|----------|
| 1 Rack | 5 Spacer |
| 2 Torque spring | 6 Stop |
| 3 Shim | 7 Spacer |
| 4 Clamp | |

Figure 3-78. Adjusting rack setting.



MEC 2410-214-35/82

- | | |
|-----------------------|-------------------------------|
| 1 Decelerator housing | 6 Governor spring |
| 2 Decelerator spring | 7 Governor hand control lever |
| 3 Governor housing | 8 Hub |
| 4 Decelerator rod | 9 Governor control lever |
| 5 Pedal | |

Figure 3-79. Decelerator control.

(7) Remove the bolts holding the decelerator housing and remove the housing.

(8) Remove the pins securing decelerator rod ((1), fig. 3-77) and governor spring to governor control lever (2). Also remove the rod to the fuel rack.

(9) Remove the clamping bolt from the lever on the governor control shaft. This lever is located between the diesel engine block and governor housing. Slide lever off the shaft.

(10) Slide the governor control shaft, hub, pawls and inner hub from the housing as an assembly. Exercise care when removing the unit from the housing to avoid losing the plunger springs.

(11) The hub, pawls, springs and inner hub may be removed from the governor shaft, if necessary, by pulling the outer hub from the shaft.

(12) Figure 3-78 shows the position of the decelerator parts assembled with the governor parts. The parts are shown assembled out of the housing, but the parts must be disassembled before installing in the housing.

(13) Inspect the governor control shaft seal.

(14) Install the parts in the governor housing in the reverse order of removal. Use the reverse procedure in installing the decelerator spring. Turn the decelerator cover over the edge of the spring guide to hold the spring when the retaining bolt is removed.

(15) Check the governor low and high idle speed settings after the parts have been installed.

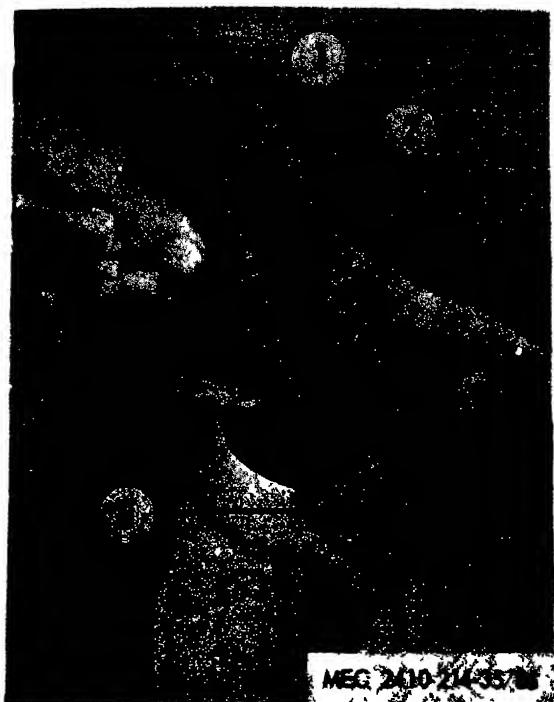
(16) Remove the cover ((1), fig. 3-79) for access to the low idle adjusting screw (2) for the decelerator. The decelerator low idle speed should be set at approximately 200 rpm above engine low idle speed.

3-19. Governor Locking Control Mechanism

a Operation

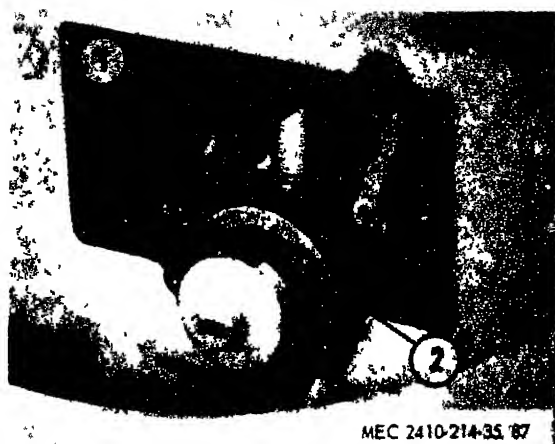
(1) When the operator moves the governor control lever, the motion is transmitted through linkage to shaft ((2), fig. 3-80) which in turn rotates hub (3). The bosses on the hub apply pressure on pawls (5) which compress springs (6), reducing the contact pressure between the serrated ends of the pawls and the serrated inner face of ring (4) permitting the pawls to move. The rotating motion of the pawls is transmitted to the governor mechanism through tangs (8) on lever (1).

(2) When the control has been moved to the desired position and the hub is no longer being moved, springs (6) force the pawls outward against ring (4) with sufficient pressure to hold the hub from turning. Governor action at-



- | | |
|----------|-----------------|
| 1 Bolt | 4 Seat |
| 2 Guide | 5 Cover |
| 3 Spring | 6 Warning plate |

Figure 3-76 Removing decelerator spring.



- | |
|-----------------|
| 1 Rod |
| 2 Control lever |

Figure 3-77 Removing rod and control lever shaft.

Secure the bearing assembly. Bend the locks securely against the bolt heads.

(2) Install the governor shaft assembly with sufficient shims to align the heels of the bevel gear teeth. Then use shims (2) between the thrust plate and bearing assembly to adjust the backlash between the bevel gear teeth when the accessory drive shaft is held toward the rear of the



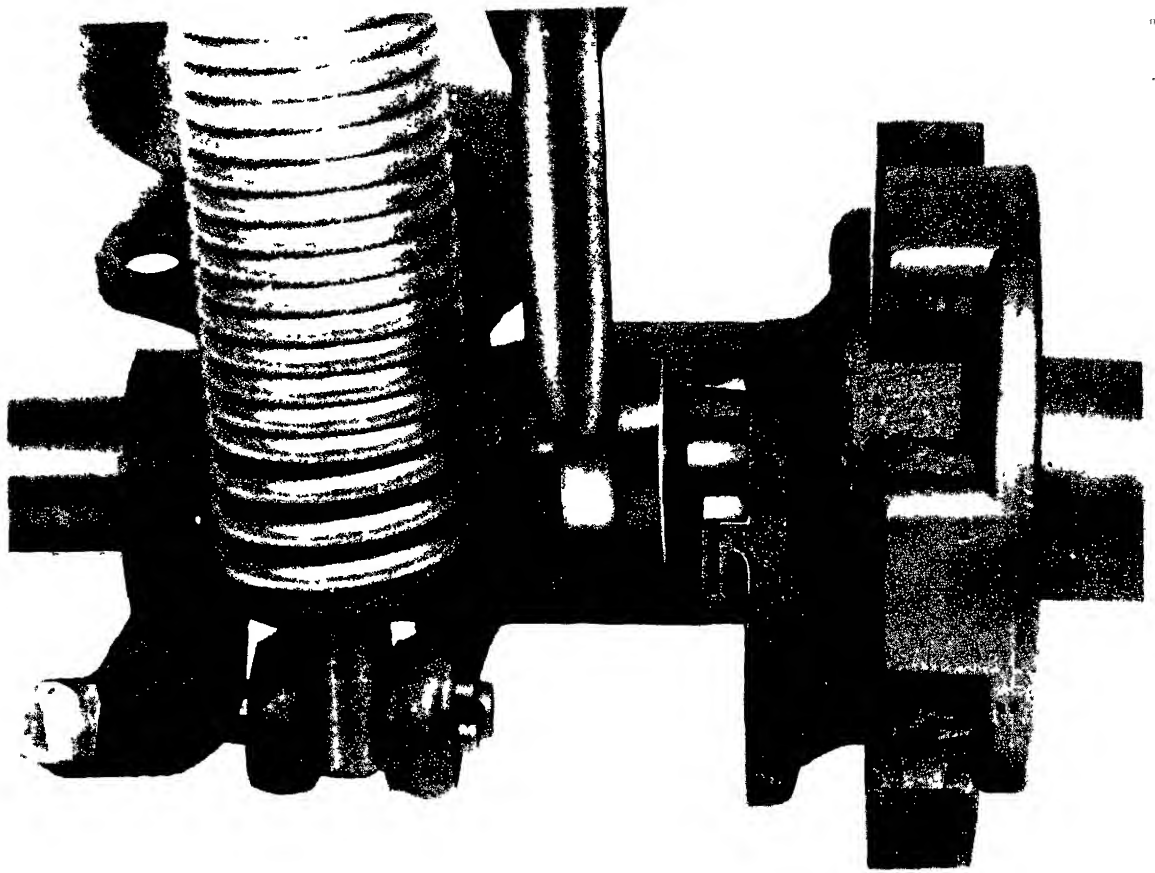
Figure 3-78 Decelerator parts assembled (outside of housing)

engine as far as the thrust washer will permit. Refer to table 1-1 for the correct adjustment. Lock the bolts through the thrust plates when the correct backlash has been established. Install the Service Meter and complete the assembly of the governor.

(3) Refer to paragraph 3-17 and figure 3-67 and follow the procedure outlined to obtain dimension (X) described.

e. Accessory Drive Shaft Bearing.

(1) The accessory drive shaft bearing is located at the rear of the accessory drive and governor housing.



MLC 2410 214 35 85

Figure 3-75 Position of lugs—decelerator pedal depressed

3-20. Accessory Drive Gear and Shaft

a General The accessory drive shaft can be removed by removing the timing gear cover and camshaft gear or by removing the accessory drive and governor housing. Unless the timing gear cover is to be removed for other reasons, it is preferable to remove the accessory drive and governor housing.

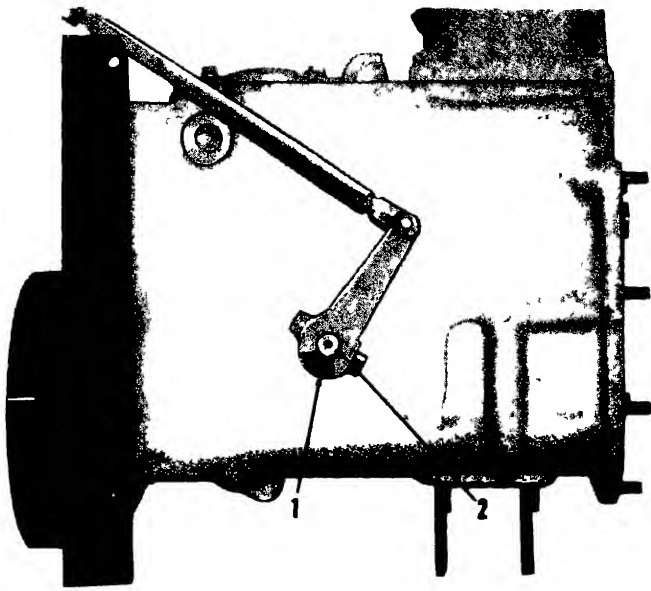
b Removal Remove the governor shaft assembly (para 3-17). Remove the time totalizing meter. Remove the bolts (fig 3-82) holding bearing assembly ((1), fig. 3-83) to the housing by using a socket wrench through the holes in the accessory drive gear. The accessory drive gear and shaft can then be removed from the housing as shown.

c Disassembly and Assembly

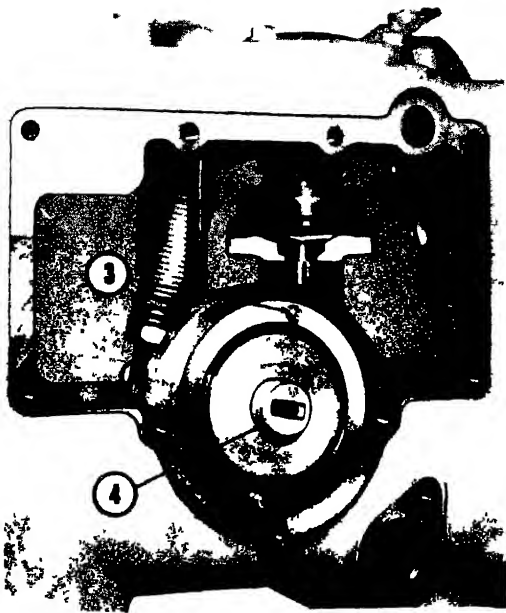
(1) Unlock and remove the retainer nut and pull gear ((4), fig. 3-84) from the shaft using a puller. Take out the bolts and remove thrust plate (8). Slide off thrust washer (3) and re-

move plate (7) and shims (2). Remove the key from the shaft and slide off bearing assembly ((1), fig. 3-84) after carefully aligning the oil holes. Slide the bearing assembly on shaft (6). If the end clearance of the shaft exceeds the permissible clearance as listed in table 1-1, install a new thrust washer (3). Thrust plates ((7) and (8) can be turned around once to present a new wearing surface. Tighten the bolts through the thrust plates but do not lock them. Press the gear on the shaft until it clamps the thrust washer (3) tightly against the shoulder or heat the gear to 350° F and shrink in place. Refer to paragraph 1-4 for correct retainer nut torque value.

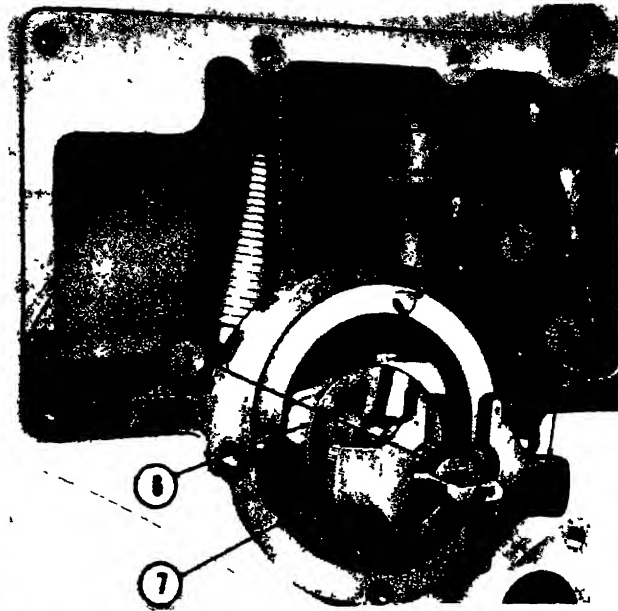
d Installation and Adjustment (fig. 3-85). (1) Install the accessory drive gear and shaft in the housing and tighten the bolts which



A



B

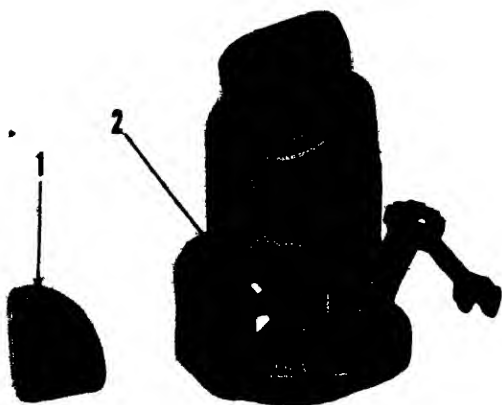


C

- 1 Seal
- 2 Shaft
- 3 Dowel
- 4 Hub
- 5 Pawl
- 6 Lever
- 7 Ring

Figure 3-81. Governor locking control disassembly, side view

MEC 2410-214-35 92



MEC 2410-214-35/90

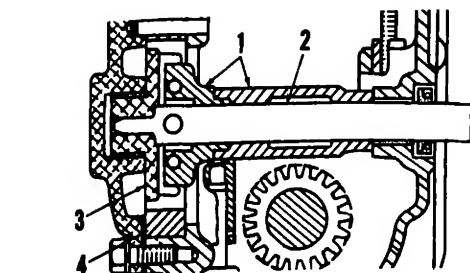
- 1 Cover
- 2 Adjusting screw

Figure 3-79. Decelerator adjusting screw.

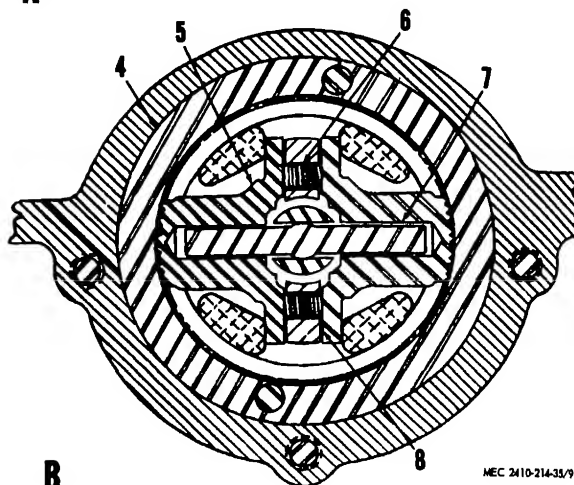
pump hous-

table puller.
er of removal.

(a) install a new O-ring gasket.



A



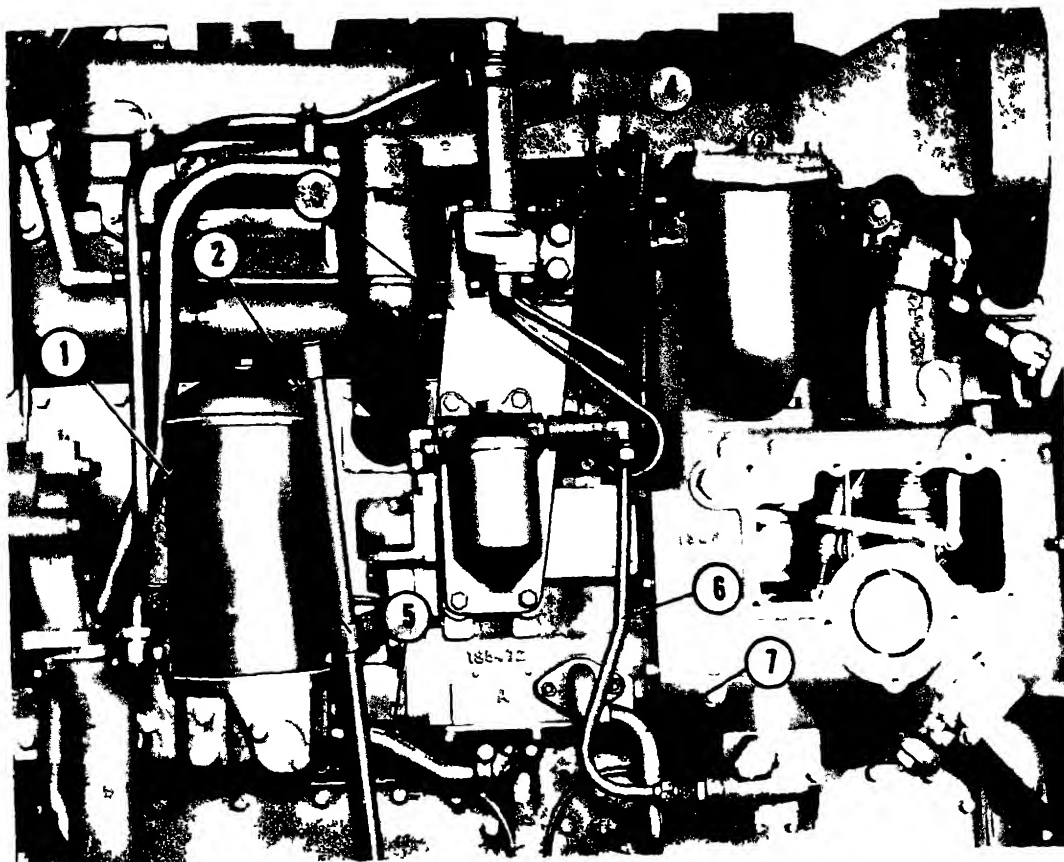
B

MEC 2410-214-35/91

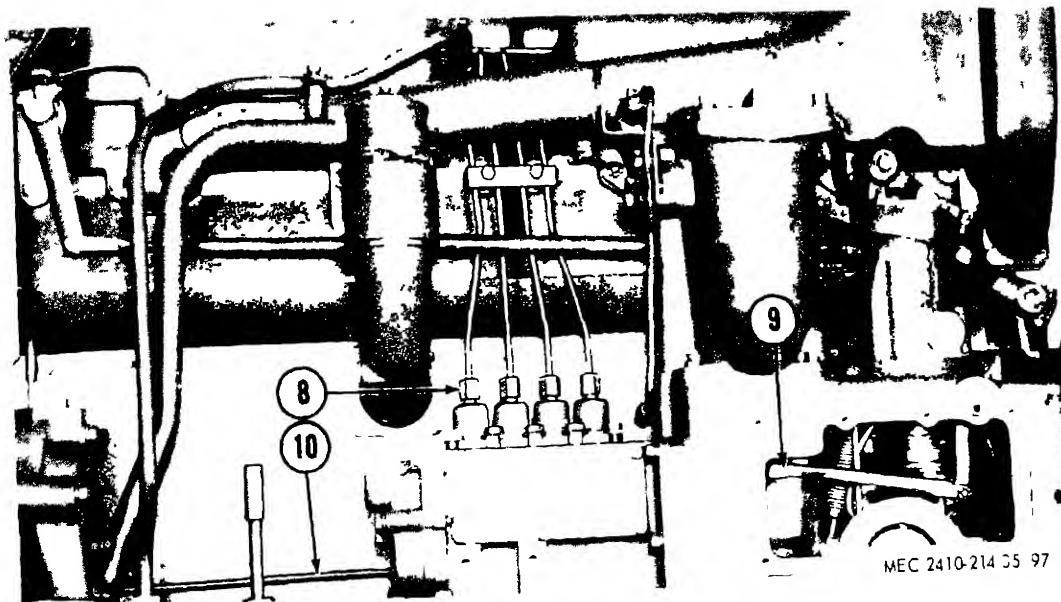
- | | |
|---------|----------|
| 1 Lever | 5 Pawl |
| 2 Shaft | 6 Spring |
| 3 Hub | 7 Guide |
| 4 Ring | 8 Tang |

Figure 3-80. Governor locking control

A



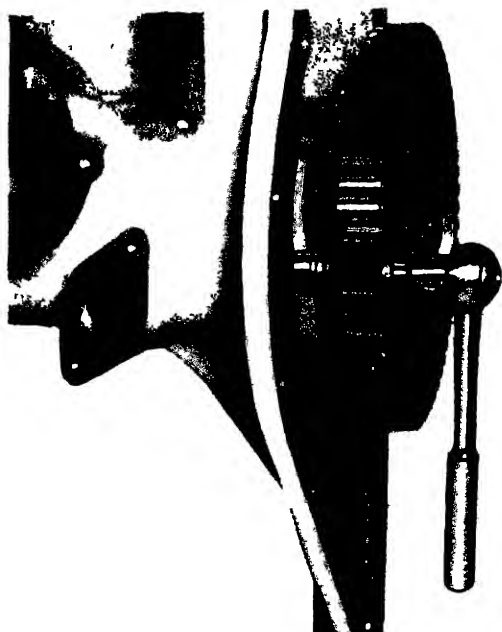
B



- 1 Oil filter case assembly
- 2 Oil level gage
- 3 Bracket
- 4 Priming pump
- 5 Oil line

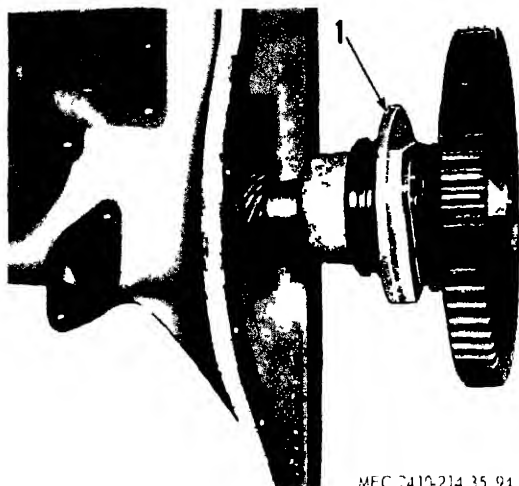
- 6 Fuel supply line
- 7 Oil drain line
- 8 Fuel injection lines
- 9 Control linkage
- 10 Oil line

Figure 3-86. Preparing to move fuel injection pump housing.



MEC 2410-214-35/93

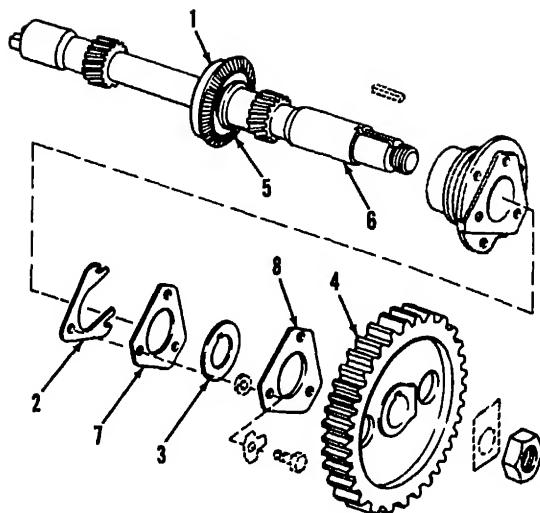
Figure 3-82 Removing bolts from bearing assembly.



MEC 2410-214 35 94

1 Bearing assembly

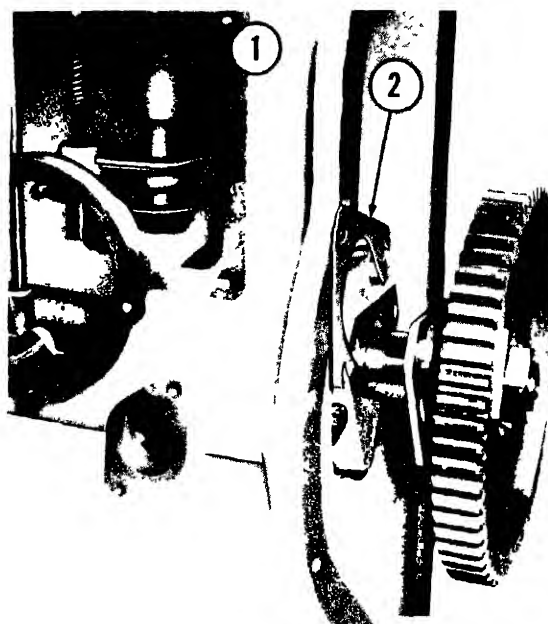
Figure 3-83 Removing accessory drive shaft and gear



MEC 2410-214 35/95

- | | |
|--------------------|-----------------------|
| 1 Bearing assembly | 5 Governor drive gear |
| 2 Shims | 6 Shaft |
| 3 Thrust washer | 7 Plate |
| 4 Gear | 8 Thrust plate |

Figure 3-84. Accessory drive shaft group disassembled



MEC 2410 214 35 96

- | |
|---------|
| 1 Shims |
| 2 Shims |

Figure 3-85 Shims for adjusting bevel gear backlash.

Section III. FUEL SYSTEM

3-21. General

Refer to TM 5-2410-214-12 for a description of the tractor fuel system

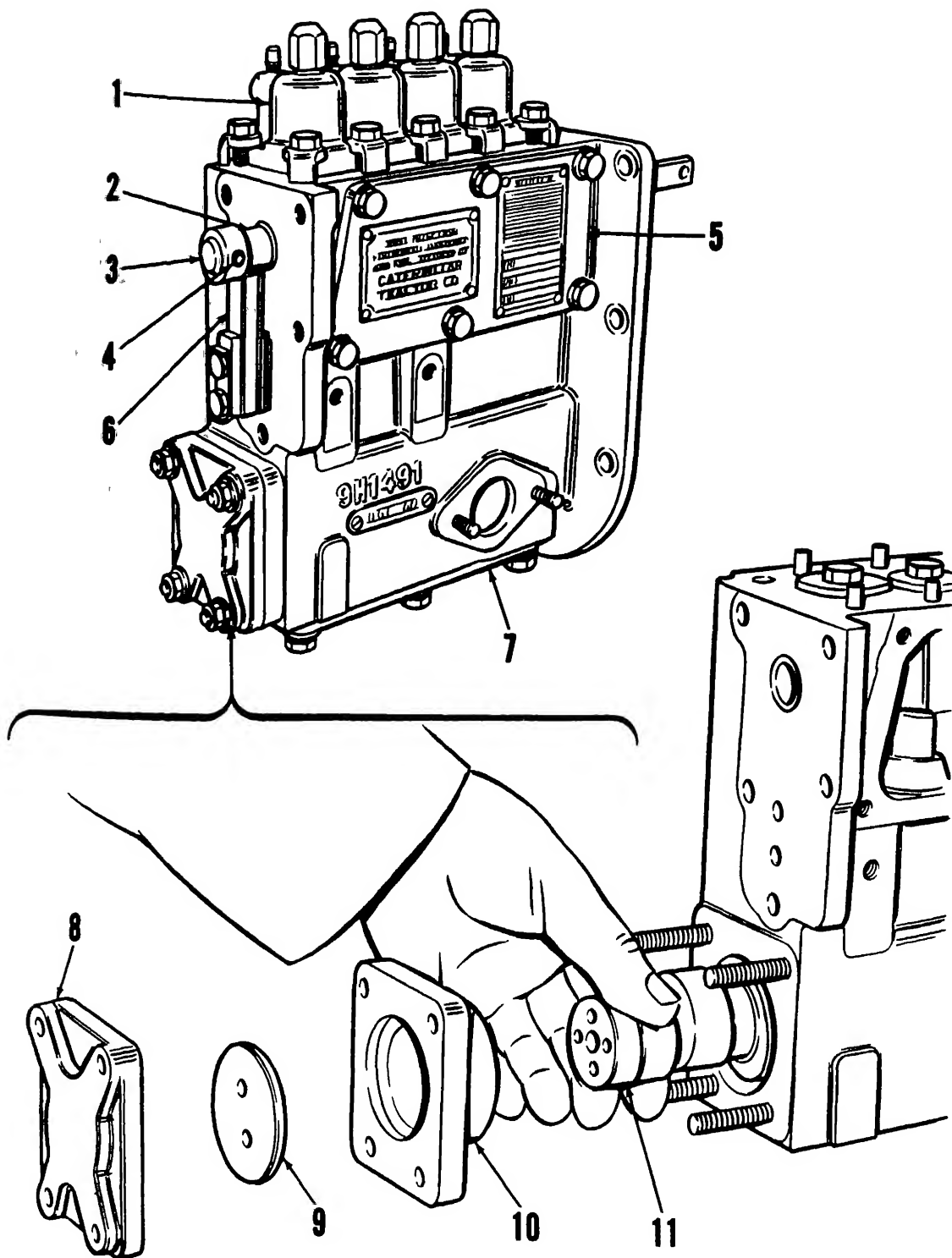
3-22. Fuel Injection Pump Housing

Refer to TM 5-2410-214-12 for fuel injection pump service.

a. Removal and Installation

(1) Close the fuel shutoff valve at the fuel tank. Disconnect the fuel supply line at the primary fuel filter.

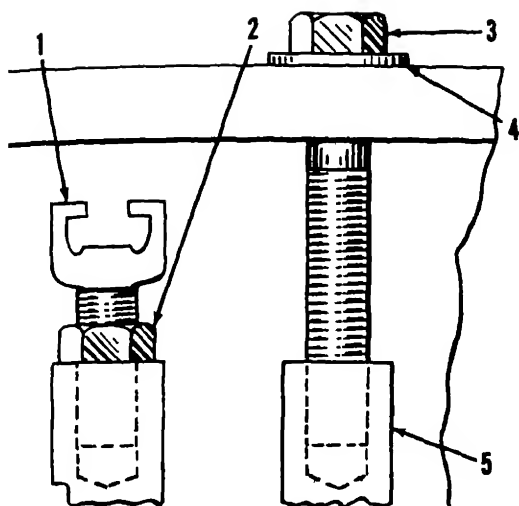
(2) Drain the oil from the fuel injection pump housing and the oil filter.



MEC 2410-214-35/98

- | | |
|------------------|---------------------|
| 1 Fuel pumps (4) | 7 Bottom cover |
| 2 Fuel rack | 8 Cover |
| 3 Collar | 9 Thrust plate |
| 4 Pin | 10 Bearing assembly |
| 5 Side cover | 11 Camshaft |
| 6 Torque spring | |

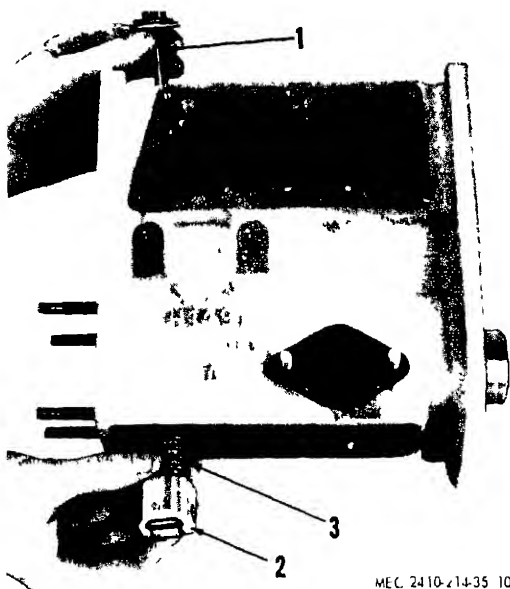
Figure 3-87 Disassembling fuel injection pump housing.



MEC 2410-214-35/99

- 1 Lifter yoke
- 2 Locknut
- 3 Bolt
- 4 Washer
- 5 Threaded end of lifter

Figure 3-88 Removing lifter yokes and raising lifters.



MEC 2410-214-35 100

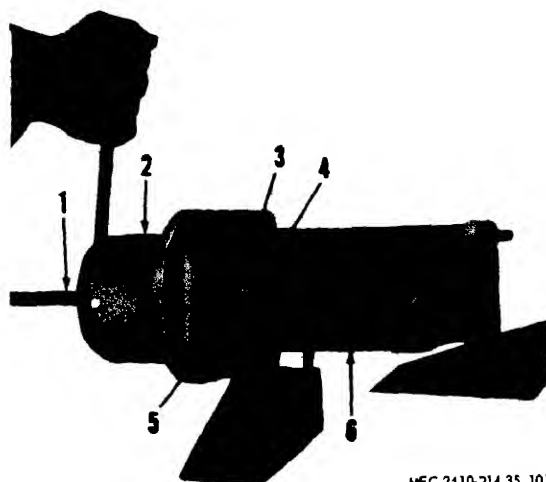
- 1 Bolt
- 2 Lifter
- 3 Spring

Figure 3-89 Removing lifter

(3) Remove the oil filter case assembly ((1), -86) and filter element.

(4) Remove the cover from the side of the sory drive housing and disconnect rack con-linkage (9).

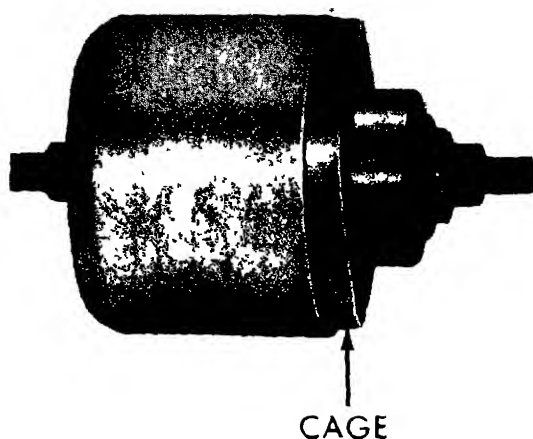
(5) Remove oil level gage (2), bracket (3), ing pump (4), oil line (5), fuel supply line and drain line (7).



MEC 2410-214 35 101

- 1 Puller stud
- 2 Adapter assembly
- 3 Washer (only one shown)
- 4 Nuts (only one shown)
- 5 Bearing puller
- 6 Pump housing

Figure 3-90. Removing front bearing.



CAGE

MEC 2410-214-35, 102

Figure 3-91 Removing rear bearing

(6) Disconnect fuel injection lines (8) and remove oil line (10)

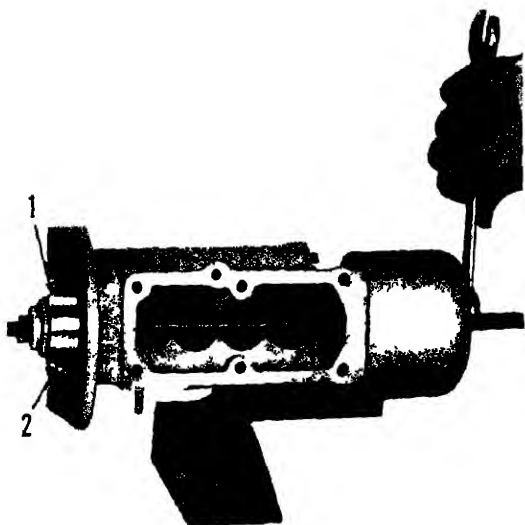
(7) Attach a sling to the fuel injection pump housing and support the weight of the housing

(8) Remove the nuts securing the pump housing to the accessory drive housing and remove the pump housing

b. Disassembly

(1) Remove the four fuel pumps ((1), fig 3-87) fuel rack (2), collar (3), pin (4), side cover (5), torque spring (6), and bottom cover (7).

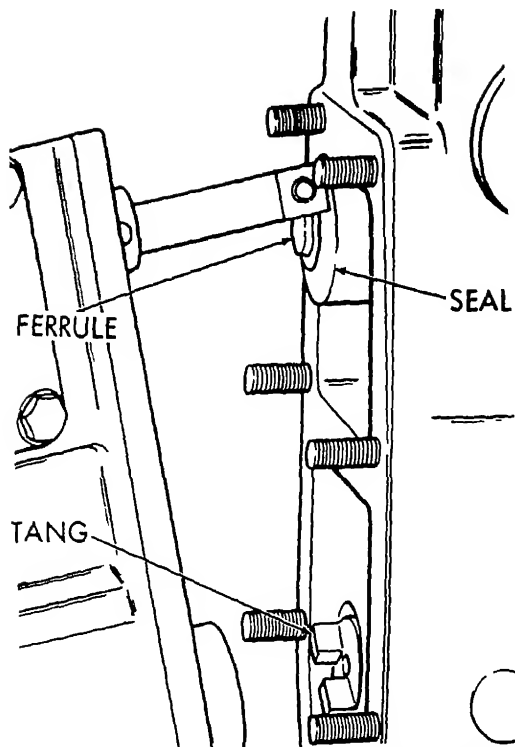
(2) Loosen the locknuts ((2), fig. 3-88) and remove the lifter yokes (1).



MEC 2410-214 35 103

- 1 Front bearing
- 2 Oil hole

Figure 3-93 Installing front bearing.

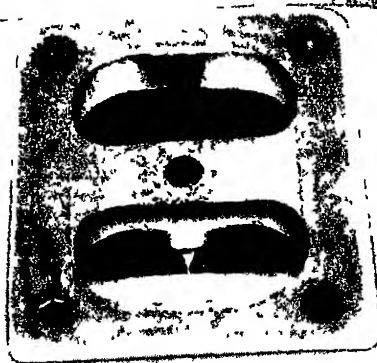


MEC 2410-214-35/104

Figure 3-93 Preparing to install pump housing

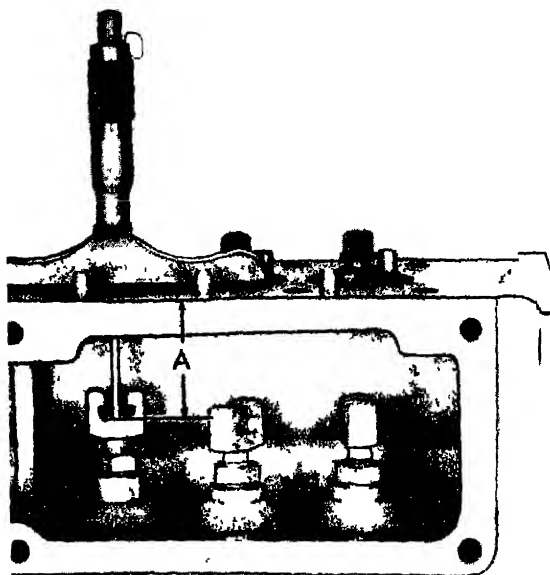
(3) Install the washers (4) and the bolts (5) into the threaded end (5) of the lifters. Use $\frac{3}{8}$ -inch-24 (NF) 3-inch long bolts.

(4) Thread the bolts into the lifters enough to raise the lifters free from the camshaft ((11), fig 3-87)



MEC 2410-214 35 105

Figure 3-94 Locating top center flywheel mark



MEC 2410-214-35/106

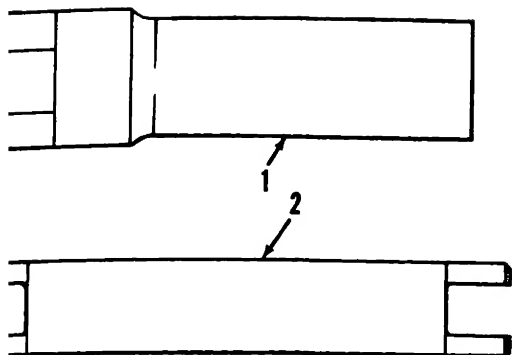
A—Distance to be measured
Figure 3-95 Measuring lifter setting

(5) Remove the cover (8) thrust plate (9), bearing assembly (10) and camshaft (11)

(6) Remove the bolt ((1), fig 3-89) and then remove the lifter (2) and the spring (3) through the bottom of the pump housing as shown.

(7) Refer to table 1-1 for pump camshaft bearing clearance and permissible clearance. Replace the bearings and/or camshaft if clearance exceeds the permissible limit.

Caution: The correct tools should be used to replace the bearings since bearing clearances are held to very close limits and a slight amount of distortion will cause the camshaft to bind in its bearings.



MEC 2410-214-35/107

- 1 Lifter adjustment wrench
- 2 Lifter adjustment wrench

Figure 3-96. Pump lifter setting tools.

(8) Assemble an adapter assembly ((2), fig. 3-94), puller stud (1), bearing puller (5), nuts and washers (3), and force the front bearing out of the pump housing (6) as shown. The rear washer (3) and nut (4) bear against the adapter assembly.

(9) The rear bearing and its cage (fig. 3-92) can be removed from the housing as a unit by pulling the bearing from the cage. Then remove the bearing as illustrated using the same method in the same manner as used for removing front bearing.

Cleaning and Inspection.

- (1) Clean all parts in an approved solvent
- (2) Check bearing clearances as given in table 1-1
- (3) Inspect pump plunger for proper length and diameter. A micrometer. Permissible wear is listed in table 1-1.

Note When pump plunger wear becomes excessive the lifter yoke may also be worn in such a manner that it will not make full contact with the end of a new plunger. To avoid rapid wear on the end of the new plunger, plunger yokes showing visible wear should always be replaced.

Reassembly and Installation

- (1) Install the bearings in reverse order of removal.

Note The front bearing ((1), fig. 3-92) is installed with the oil hole (2) facing down as shown (with the bearing on its side), or facing away from the engine when the bearing is in the installed position. It is pressed into the pump housing until 7/8-inch of the end nearest the bearing is protruding beyond the face of the pump housing.

- (2) Reassemble the pump housing in the reverse order of disassembly.
- (3) Install the pump housing in the reverse order of removal.

Note. When installing the pump housing be sure the seal (fig. 3-93) is in place on the ferrule and align the off center tang with the off-center groove in the fuel injection pump camshaft.

e. Fuel Pump Lifter Adjustment (On Engine).

(1) Turn the crankshaft (para 3-8) in the direction of the engine rotation to top center (TC) on the compression stroke of the cylinder for which lifter is to be set as illustrated in figure 3-94.

(2) If the top center mark on the flywheel is turned past the pointer, turn the flywheel backward approximately 60°. Then turn the crankshaft again in the direction of crankshaft rotation until the top center mark aligns with the pointer.

(3) Check the pump lifter at this crankshaft position (top center of the cylinder for which the lifter is being set).

(4) Using a micrometer depth gage, check the distance ((A), fig. 3-95) and reset if necessary, using the wrenches (1) and (2) shown in figure 3-96. Refer to table 1-1 for correct lifter setting.

(5) If all the lifters are to be checked or reset, continue the procedure in the firing order of the engine.

Note It is important when checking and setting the lifters that the engine be turned in the direction of the engine rotation. After a lifter has been checked or set according to specifications, turn the crankshaft a few degrees in the direction of engine rotation. Again measure the distance. This distance should be less than the measurement when checked with the crankshaft at top center, thus indicating the lifter is rising and was checked at the correct position.

3-23. Fuel Transfer Pump

a General The gear-type fuel transfer pump is mounted on the bottom of the accessory drive housing and is driven by the accessory drive shaft.

b Removal

- (1) Remove crankcase guards
- (2) Shut off the fuel at the fuel tank and disconnect the fuel line (2) and drain line (1) from the fuel transfer pump (fig. 3-97)

Note Four bolts ((3), fig. 3-97) secure the transfer pump to the accessory drive housing. These bolts have 9/16-inch hexagonal heads.

(3) Lower pump carefully to prevent loss of the rubber seals.

(4) Replace all damaged seals and gaskets.

c. Disassembly

- (1) Using a puller and a suitable step plate, remove gear ((1), fig. 3-98) from shaft assembly (4)

(2) Disassemble the fuel transfer pump (fig. 3-98).

d. Cleaning, Inspection, and Repair.

(1) Clean all parts in an approved solvent.

(2) Inspect all seals and gaskets and replace if damaged.

(3) Check bearing clearances as given in table 1-1.

(4) Bearings (7) and (21) can be pressed out and replaced if necessary.

Nota. If the bearings (7) and (21) are replaced, the chamfer on the bearing (21) must be flush with the chamfer in the body (17) and the chamfer on the bearing (7) must be flush with the chamfer in the seat assembly (6).

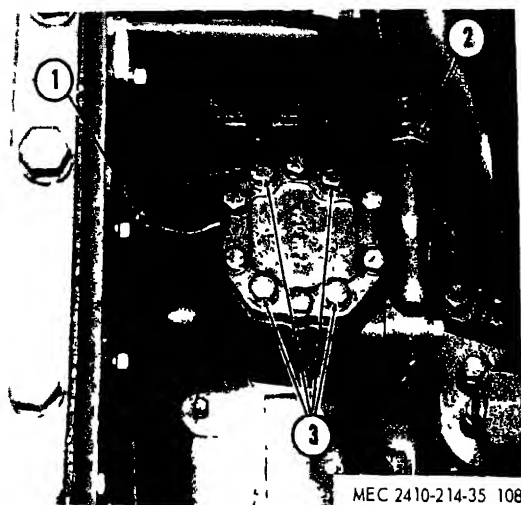
(5) Ensure that the bypass valve assembly plunger is in good condition and that the plunger seat is smooth and flat.

e. Reassembly and Installation. Prior to installation, soak seals (8), in a solution of 1/2 SAE 30 oil and 1/2 diesel fuel long enough to soften them. Tamp seals firmly into pump body bore and around shaft with a tamping tool (fig 3-99). Use a guide over the end of pump shaft to guide seals over the threads and sharp corners of shaft. Guide should remain in place when using tamping tool.

(1) Assemble the pump in the reverse order of disassembly.

(2) Install the transfer pump (fig. 3-97) connect the fuel and drain lines and open the shutoff valve at the fuel tank

(3) Check for fuel leaks



- 1 Fuel line
- 2 Fuel line
- 3 Bolt

Figure 3-97. Fuel transfer pump removal.

3-24. Fuel Tank

a General. Refer to TM 5-2410-214-12 for fuel tank service instructions

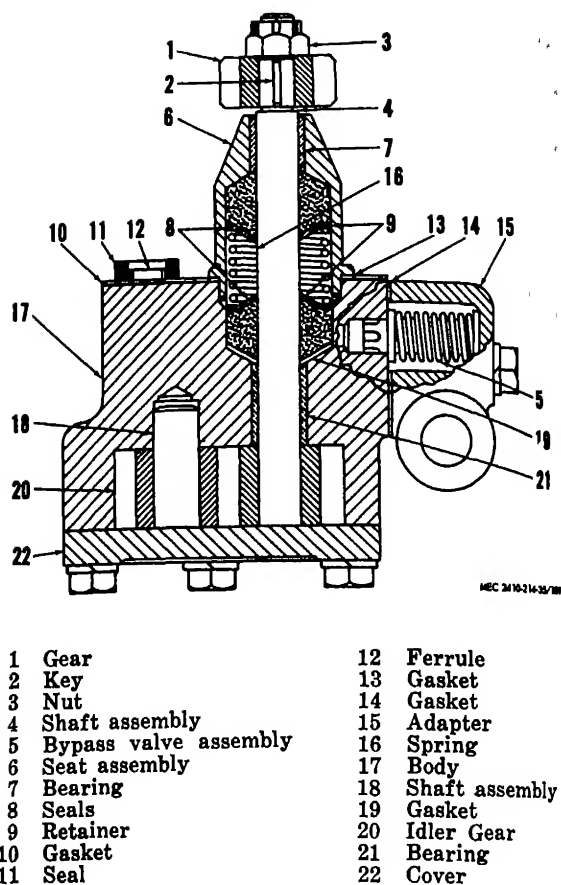


Figure 3-98 Fuel transfer pump

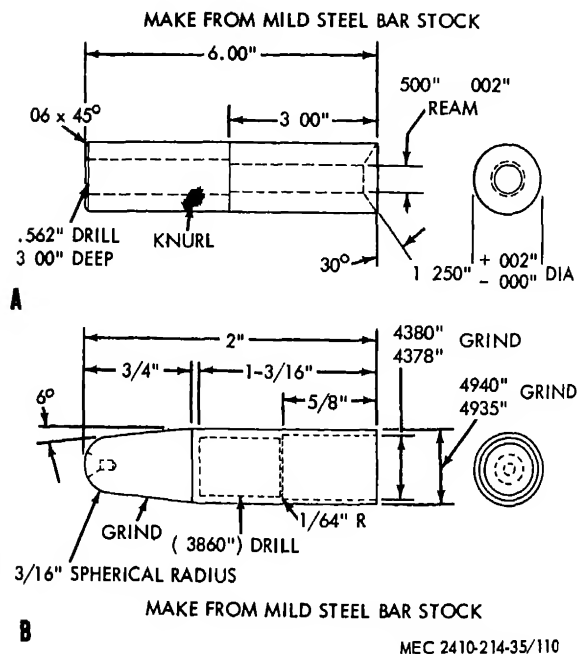
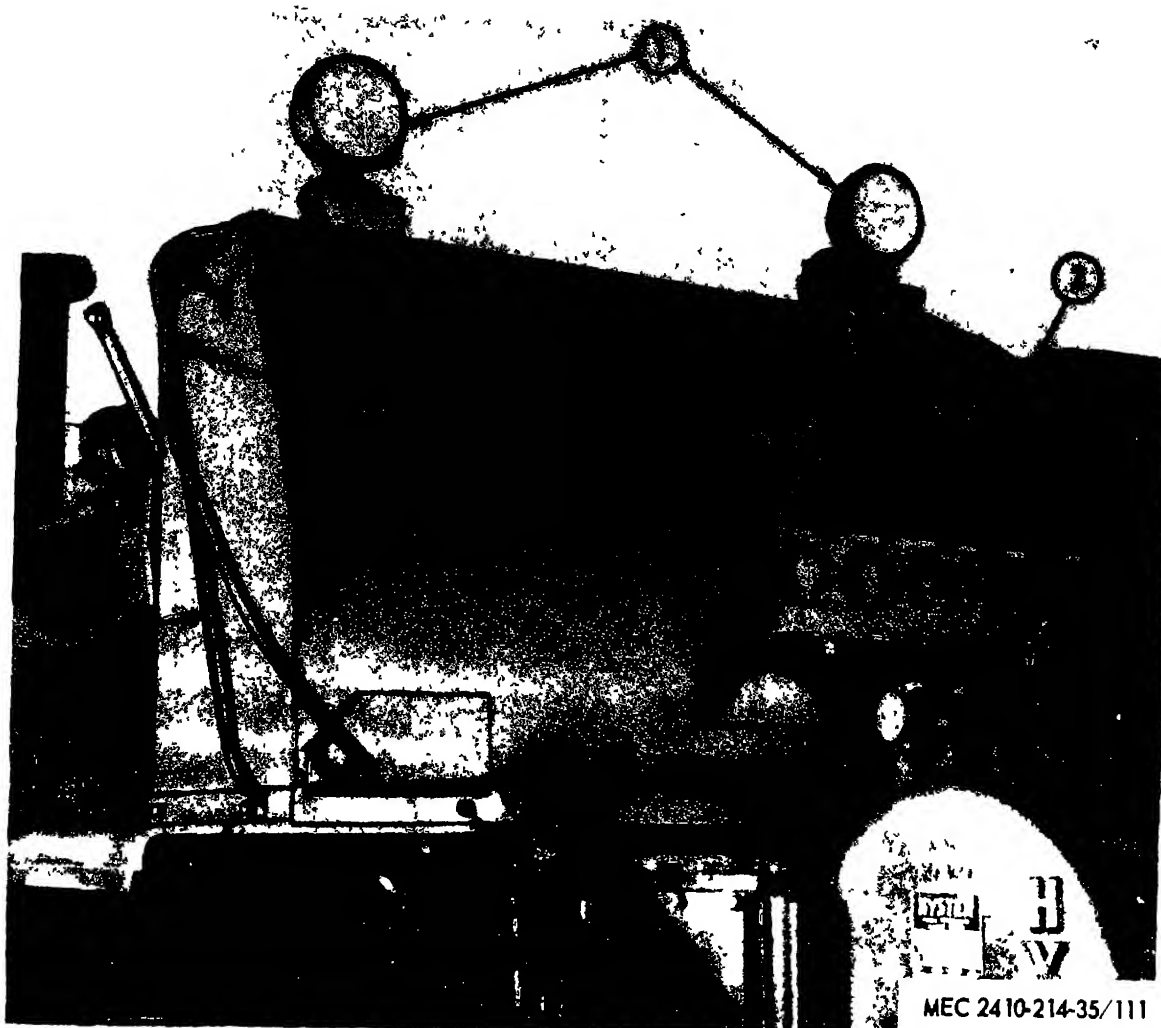


Figure 3-99 Seal tamping tool and guide

b. Removal and Installation.

(1) Remove the rear guard and shut off the fuel supply at the tank.

(2) Disconnect the fuel supply and drain lines at the tank.



- | | |
|-------------|-----------|
| 1 Lights | 5 Conduit |
| 2 Grab iron | 6 Bolt |
| 3 Clip | 7 Guard |
| 4 Bolts | 8 Bolts |

Figure 3-100 Fuel tank removal

- (3) Remove the seat and seat frame.
- (4) Disconnect wiring and remove lights (fig. 3-100)

(5) Remove grab iron (2).

(6) Remove guard (7).

Note Be sure to reinstall ground wire on bolt (6) when installing guard (7).

(7) Pull wiring back into conduit (5), loosen (3) and move conduit aside.

(8) Remove wires from clip mounted on front lower left corner of fuel tank.

(9) Remove bolts (4) and mounting bolts.

(10) Install two eyebolts in light brackets, attach a hoist and remove the fuel tank by moving it forward and to the left.

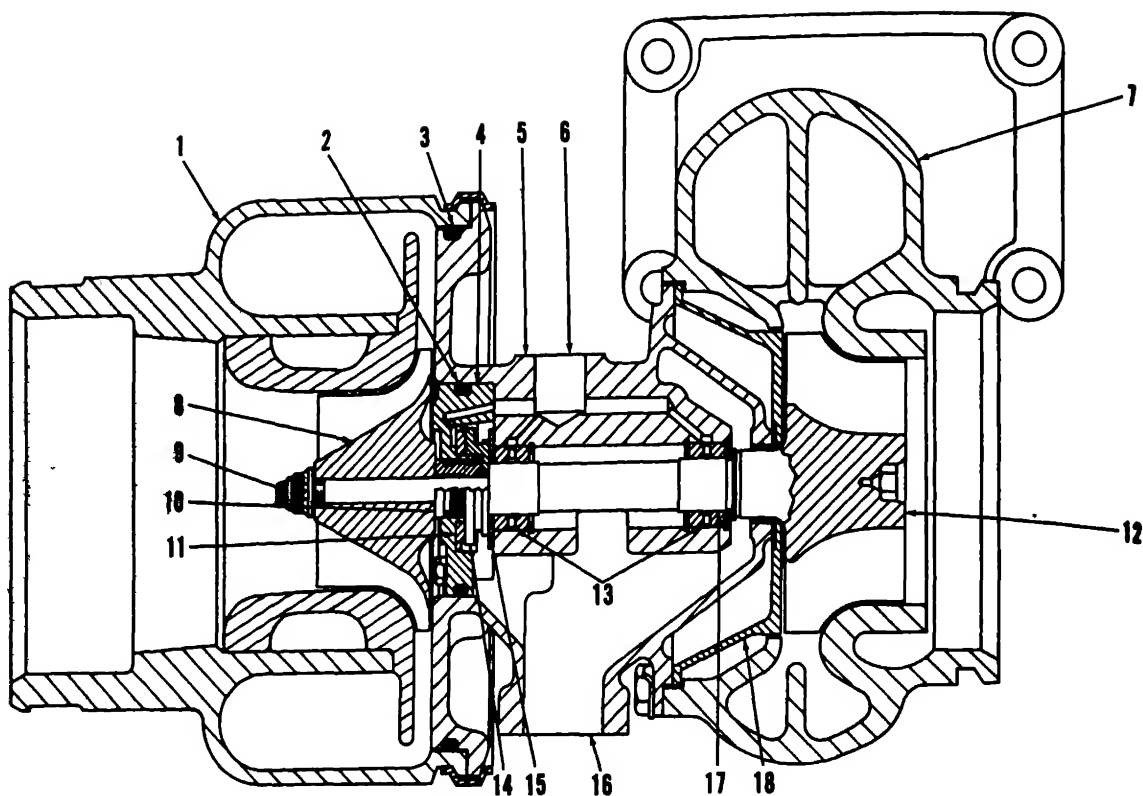
(11) Install in reverse order of removal.

3-25. Turbocharger

a General.

(1) The turbocharger consists of four main parts: the compressor housing ((1), fig. 3-101), the center housing (5), the turbine housing (7) and the rotating assembly. Two free floating bearings (13) support the rotating assembly which consists of the turbine wheel (12), shaft (17), impeller (8), impeller nut (9), spacer (10) and thrust collar (14). Exhaust gas enters the turbocharger at the outer circumference of the turbine wheel. It forces the turbine wheel to rotate and leaves through the center of the turbine housing (7).

(2) Since the impeller (8) is directly connected to the turbine wheel, it rotates at the same speed. This causes air to flow into the com-



MEC 2410-214-35/112

- | | |
|-------------------------|---------------------------|
| 1 Compressor housing | 10 Spacer |
| 2 O-ring seal | 11 Thrust bearing |
| 3 O-ring seal | 12 Turbine wheel assembly |
| 4 Thrust plate assembly | 13 Bearings |
| 5 Center housing | 14 Thrust collar |
| 6 Lubrication oil inlet | 15 Thrust bearing |
| 7 Turbine housing | 16 Lubrication oil outlet |
| 8 Impeller | 17 Shaft |
| 9 Impeller nut | 18 Shroud |

Figure 3-101. Turbocharger

pressor housing center, pass through the impeller and then radially outward through the vortex and into the diesel engine manifold system.

(3) The turbocharger shaft bearings (13) are pressure lubricated by the diesel engine lubrication system. Oil enters through an inlet hole (6) and is directed by passages to the bearings. After passing through the bearings, the oil is allowed to return to the diesel engine pump through the lubrication outlet (16)

(4) On the turbine end of the shaft, a slinger is used to prevent oil leakage while a piston ring-type seal and spiral groove are used on the compressor end. Also the thrust collar has radial holes in it which allow oil to flow back into the bearinghousing because of centrifugal action.

b. Removal.

(1) Remove the exhaust extension, the air cleaner cap and the hood.

(2) Remove the No 1 fuel injection line and exhaust pipe ((1), fig 3-102)

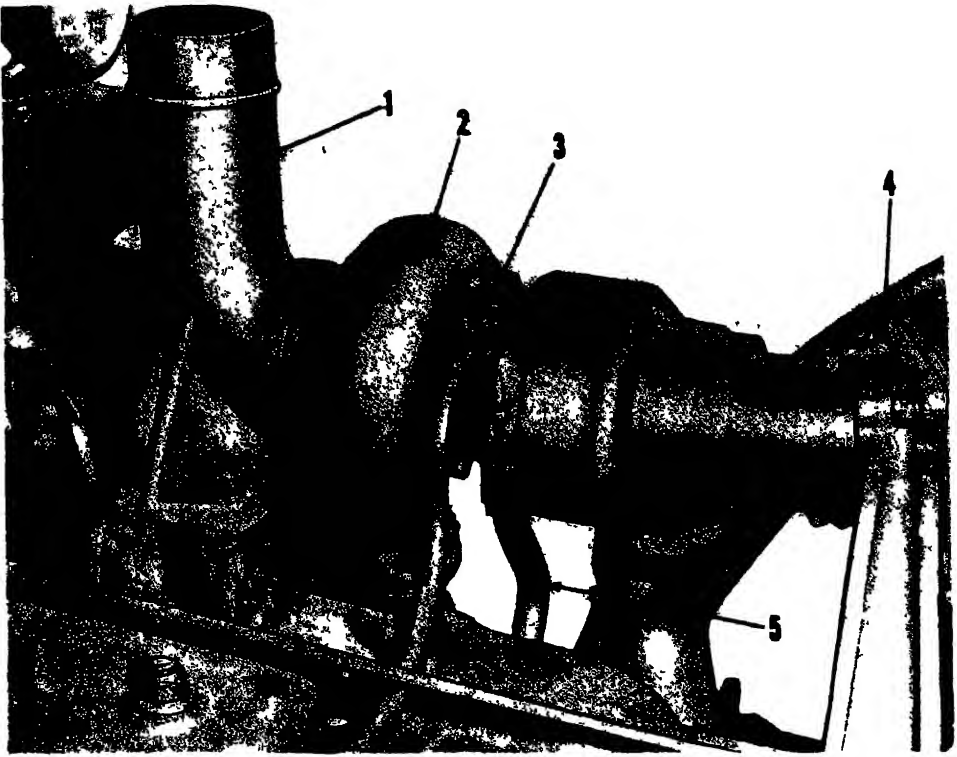
(3) Disconnect the turbocharger oil lines (3) and (5).

(4) Remove the bolts that hold the bracket (4) to the air cleaner and to the engine block.

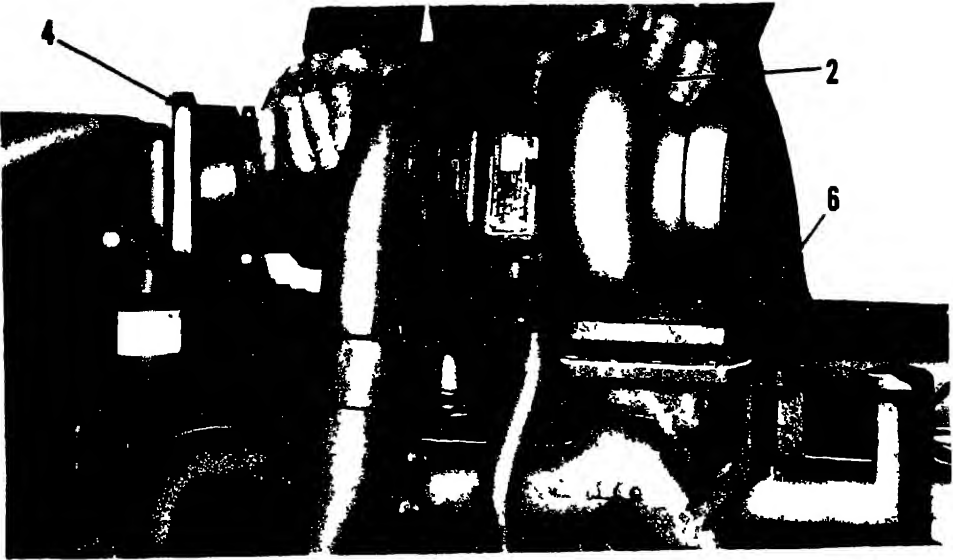
(5) Remove the bolts which hold the turbocharger (2) in place on the exhaust manifold (6) and, using a suitable hoist, remove the turbocharger and the support bracket (4) as a unit as shown

Note Cover all oil line opening and air openings immediately after removing the turbocharger. Put the turbocharger in a safe, clean place.

(6) Refer to table 1-1 for normal and permissible shaft end clearance (axial movement). End clearance is checked with a dial indicator, either on or off the engine. If the permissible clearance is exceeded, recondition the turcharger.



A

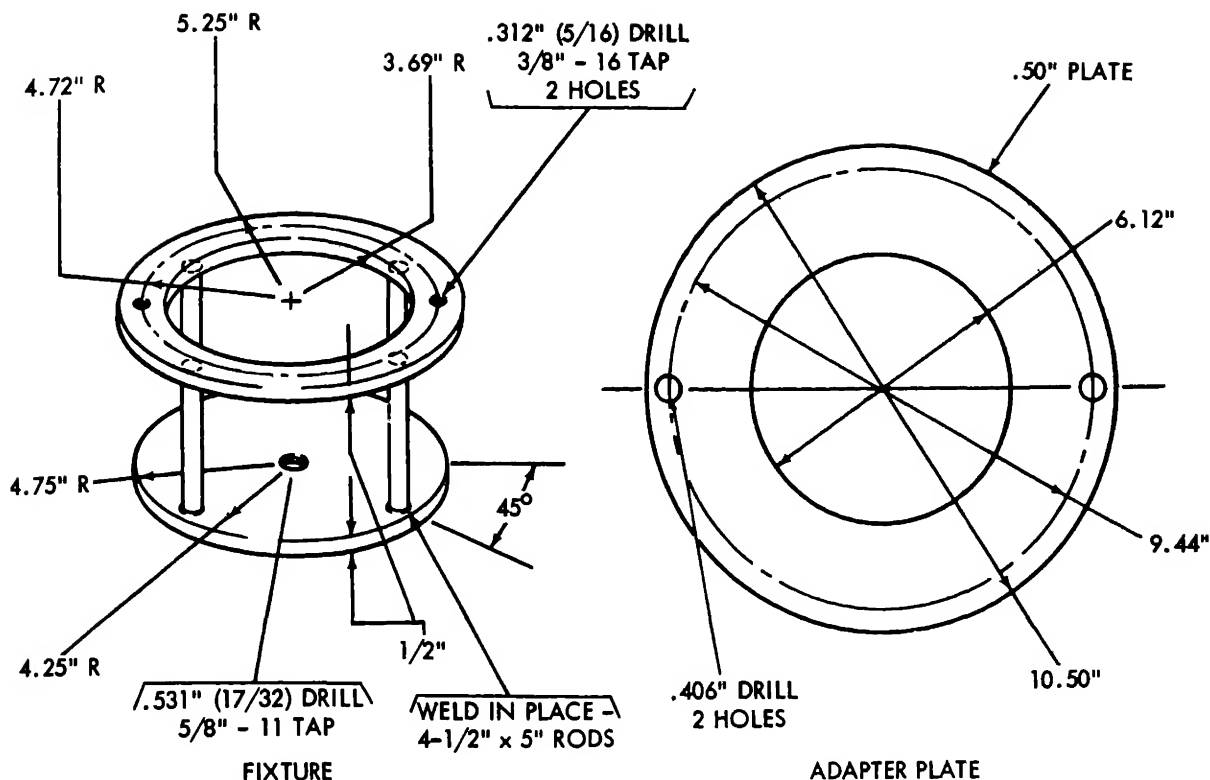


MEC 2410-214-35 113

B

- | | |
|-------------------|--------------------|
| 1 Exhaust pipe | 4 Support bracket |
| 2 Turbocharger | 5 Oil drain line |
| 3 Oil supply line | 6 Exhaust manifold |

Figure 3-102 Turbocharger removal



MEC 2410-214-35/115

Figure 3-104. Fixture and adapter plate.

(9) Fabricate a wood dowel as illustrated in figure 3-108.

(10) Using a wood dowel ((3), fig. 3-109) remove thrust plate assembly (1) from center housing (2).

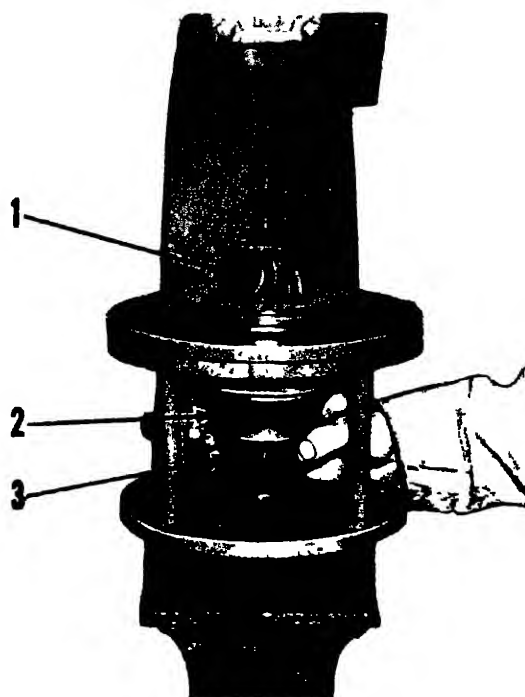
(11) Measure the thickness of thrust collar ((5), fig 3-110) and thrust bearing (6). If the thickness is less than the required value listed in table 1-1 replace the worn parts to correct excessive end clearance

(12) Thrust bearing (2) is riveted to thrust plate (1) and the two parts are serviced as a plate assembly. Using a depth micrometer, measure depth from mounting face of thrust bearing (1) to surface of thrust bearing (2) to check for excessive wear. If the maximum depth listed in table 1-1 is exceeded, replace the plate assembly

(13) Replace thrust plate assembly (1) if its bore is grooved. Check the gap of oil seal ring (3) using the bore in a new thrust plate as a ring gage.

(14) Inspect preformed packing (7) and oil holes (8) and (9).

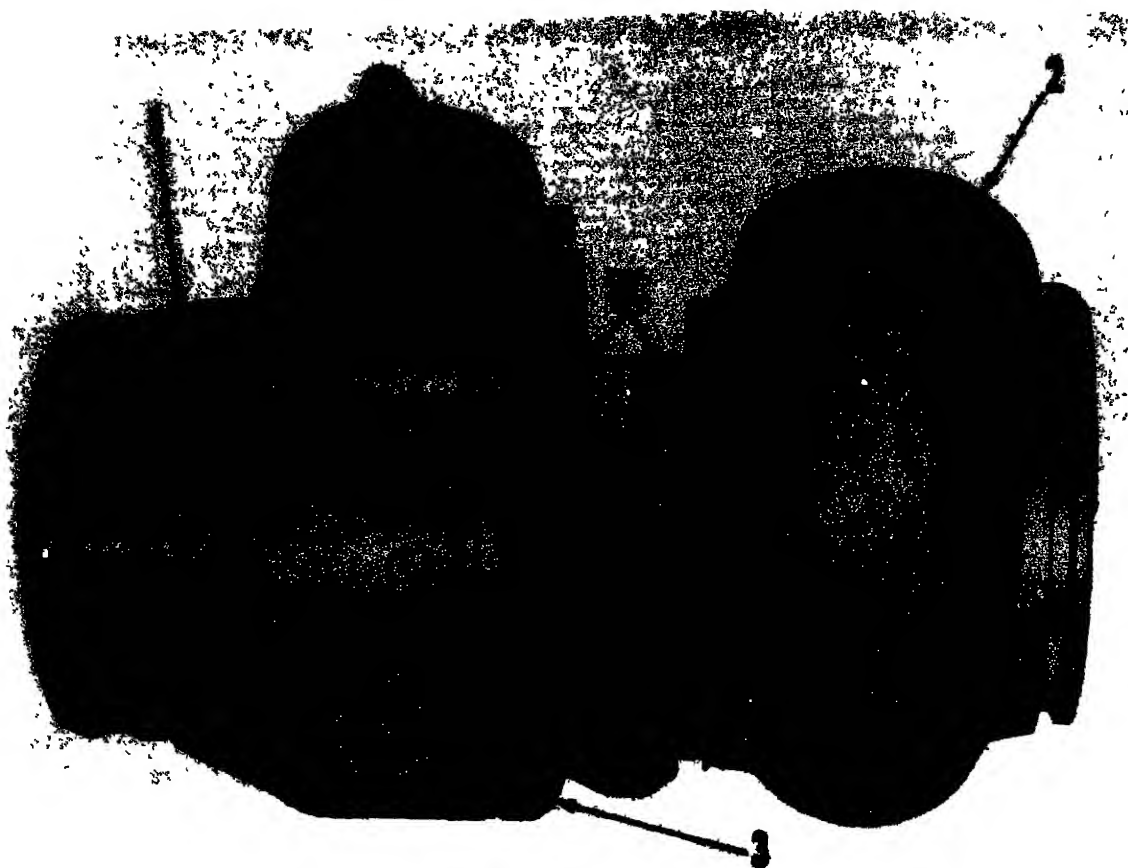
Note Rings ((1), fig 3-112) and (3) and bearing (2) must be removed from the compressor end of the center section



MEC 2410-214-35/116

- 1 Impeller
- 2 Shroud
- 3 Shaft and turbine wheel

Figure 3-105 Pressing shaft and turbine wheel from impeller.



MEC 2410-214-35/114

- 1 Compressor housing
- 2 Turbine housing
- 3 Clamp
- A—Punch marks

Figure 3-103. Preparing to disassemble turbocharger.

c. Disassembly.

(1) Before disassembling the turbocharger, punch mark ((A), fig. 3-103) the compressor housing (1), center housing and turbine housing (2) to assure correct positioning of the turbocharger parts upon reassembly.

Note. In some cases, it may be necessary to loosen the compressor and turbine housings by carefully striking them with a soft hammer.

(2) Fabricate a fixture and an adapter plates as shown in figure 3-104. Bolt the adapter to the fixture.

Note. It may be possible to modify adapter made for other turbochargers to suit the dimensions given in the illustration. Check available adapters

(3) Remove the impeller nut and place the compressor end of the center housing in an oil bath so only the impeller is immersed. Heat to a maximum of 325° -375° F for not more than 10 minutes.

(4) When the impeller is heated, place the center housing in the fixture and press the shaft and turbine wheel as a unit from the impeller.

Approximately 1/2-inch of shaft and turbine wheel ((3), fig. 3-105) movement is required free them from impeller.

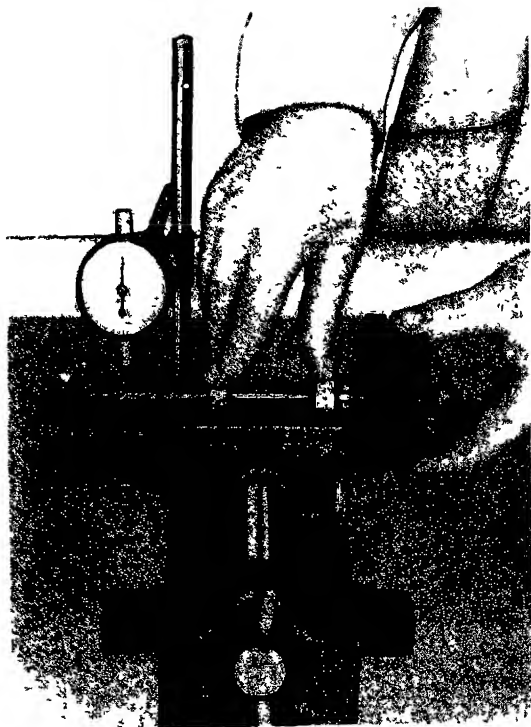
(5) Remove center housing from fixture allow removal of shaft and turbine wheel (3) and shroud (2).

Caution: Shroud (2) is not retained on the center housing. Prevent it from falling when the shaft and wheel is removed.

(6) Measure the shaft journal diameters and inspect the journals for roughness. If the journal diameters are less than specified, replace the rotating assembly. Refer to table 1-1 for correct dimensions.

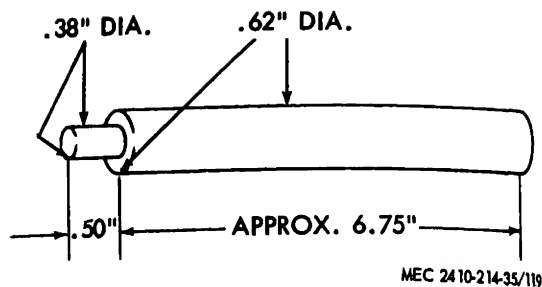
(7) Check the runout of the shaft (fig. 3-106). This can be done by one of two methods. Use the standard bearings and place the shaft in vee blocks or use a partially open vise.

(8) To prepare center housing for disassembly remove three bolts (1, fig. 3-107) and lock (2).



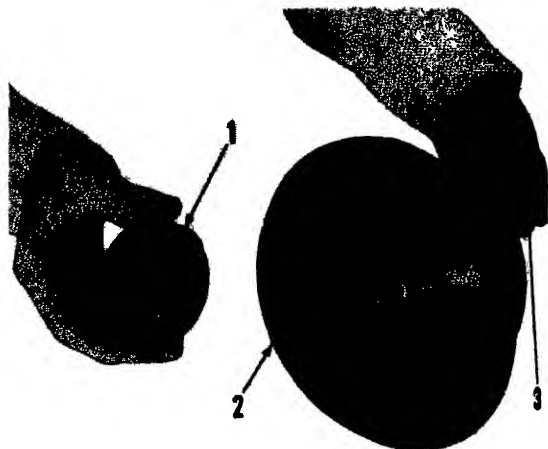
MEC 2410-214-35/117

Figure 3-106. Checking shaft runout.



MEC 2410-214-35/119

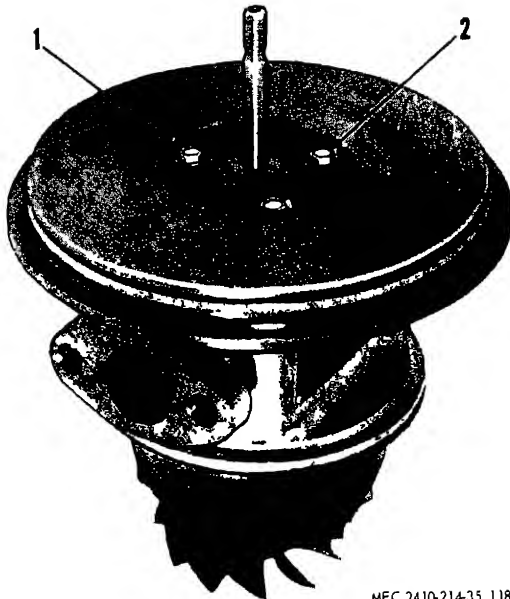
Figure 3-108. Wood dowel.



MEC 2410-214 35 120

- 1 Thrust plate assembly
- 2 Center housing
- 3 Dowel

Figure 3-109 Thrust plate removal

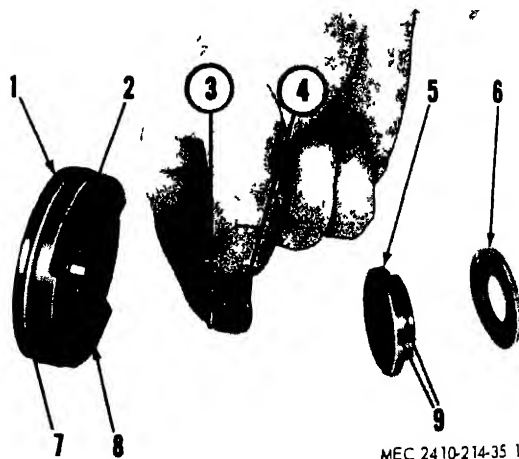


MEC 2410-214-35 118

- 1 Bolts
- 2 Locks

Figure 3-107 Preparing to disassemble housing.

(15) Check the inside and outside diameters of bearings ((1), fig. 3-111) and ((2), fig. 3-102). Inspect the bores in the center housing ((2), fig. 3-109) for roughness and measure the bores. If these measurements do not fall within

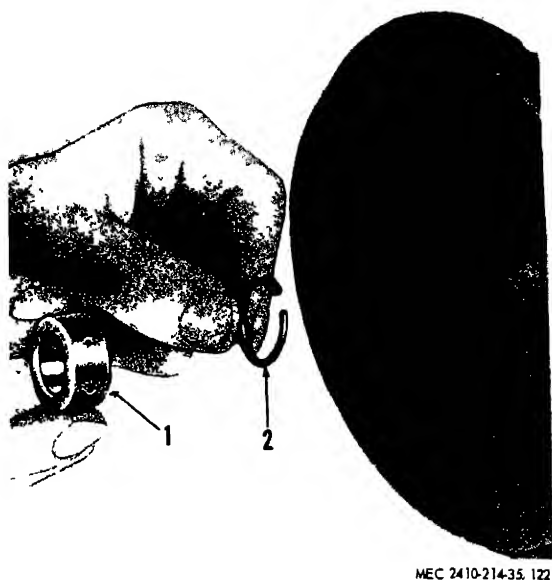


MEC 2410-214-35 121

- 1 Thrust plate assembly
- 2 Thrust bearing
- 3 Oil seal ring
- 4 Spacer
- 5 Thrust collar
- 6 Thrust bearing
- 7 Packing
- 8 Oil hole
- 9 Oil holes

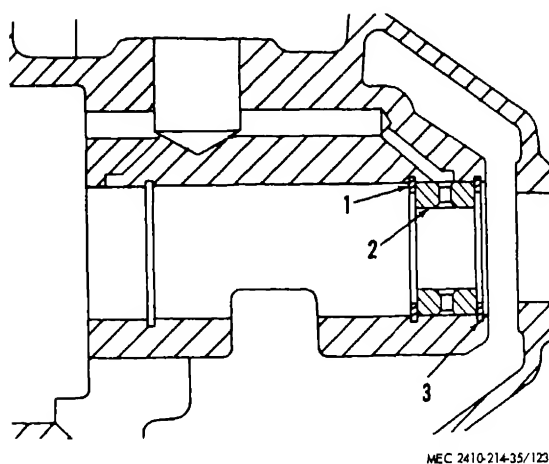
Figure 3-110. Thrust spacer, plate and washer removal.

the limits listed in table 1-1 replace the bearings
 Note. The bearing ((1), fig. 3-111) and ((2), fig. 3-112) are interchangeable and can be installed with either end in the housing.



- 1 Bearing
- 2 Ring

Figure 3-111 Bearing removal (compressor end)



- 1 Ring
- 2 Bearing
- 3 Ring

Figure 3-112 Bearing removal (turbine end)

Cleaning and Inspection

(1) Inspect all rotating parts for binding, damage, or evidence of rubbing on adjacent parts. Replace any damaged parts.

(2) Wash all parts (except the impeller and turbine wheel) with an approved cleaning solvent and dry thoroughly. Use a wire brush to clean carbon and deposits from ONLY the turbine ring.

(3) Neither the impeller nor turbine wheel should be cleaned unless the build-up of dirt or carbon is so excessive that portions of the build-up are breaking off. The impeller and turbine

wheel remain in balance if the deposits of dirt or carbon have not been disturbed. However, large carbon deposits on the turbine wheel, if allowed to remain, will flake or burn off and cause the assembly to be out of balance.

Caution: If the unit has been completely disassembled and the impeller removed, it is quite likely some carbon deposits have been disturbed from the turbine wheel, even though the build-up may not be excessive. This might not be visible and may necessitate thoroughly cleaning the turbine wheel.

(4) The turbine wheel must be cleaned with a strong cleaning solvent in order to dissolve the carbon. The amount of soaking depends on the amount and type of deposits on the wheel. When hard carbon deposits are formed, soaking in a solvent-type cleaner for an hour or more is required. The loosened particles must all be scraped off with a stiff brush or a specially shaped piece of wood and, if necessary, the whole process repeated. If the wheel is covered with soot only, washing with a stiff brush and cleaning solvent and then rinsing with clean water will be sufficient.

Caution: A strong solvent will attack pre-formed packings; use only on the turbine wheel. The wheel must be thoroughly cleaned in order to maintain the critical balance of the unit. Protective clothing must be worn when handling a strong solvent.

(5) If the tips of the turbine blades are very slightly bent, they can be straightened, using a cloth and pliers. Badly bent turbine wheel blades necessitate the use of a new rotating assembly since such blades could provide a source of failure.

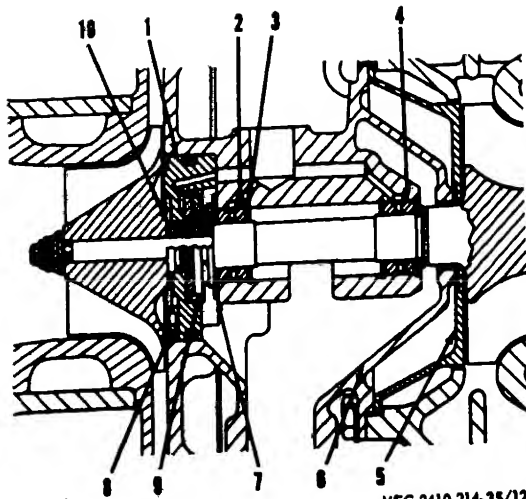
(6) If cleaning of the impeller is required, use a small bristle brush or, if found necessary, a piece of soft wood to loosen the heavy deposits. Then use a clean, lint-free cloth with a cleaning solvent in order to remove all deposits from the impeller blades. Laundry soap and warm water may also be used. Never use a stiff brush. It is important that the impeller be thoroughly cleaned to prevent bearing damage.

Re Assembly

(1) Before assembling, be certain all parts are thoroughly clean. Take extreme care to keep out dirt and foreign material.

(2) Lubricate all rotating parts and housing bores with clean oil before assembling.

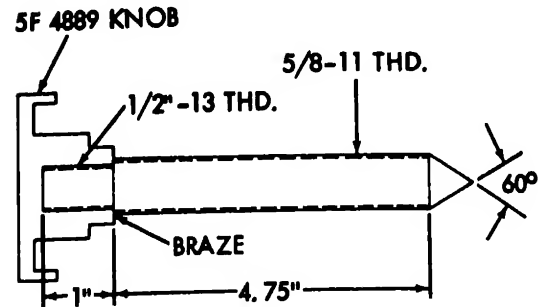
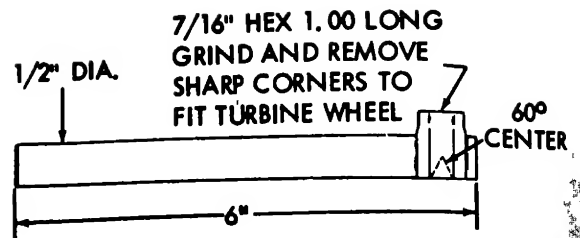
(3) Install bearing (4), fig 3-113) and snap rings. Install snap ring (3).



MEC 2410-214-35/124

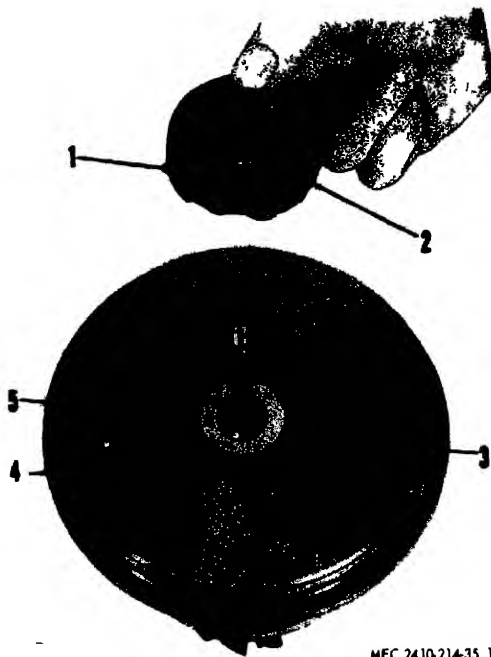
- | | |
|-------------------------|------------------|
| 1 Thrust plate assembly | 6 Center housing |
| 2 Bearing | 7 Thrust bearing |
| 3 Snapping | 8 Bolt (3) |
| 4 Bearing | 9 Thrust collar |
| 5 Shroud | 10 Spacer |

Figure 3-113. Turbocharger assembly.



MEC 2410-214-35/126

Figure 3-115. Turbine wheel holding tool.

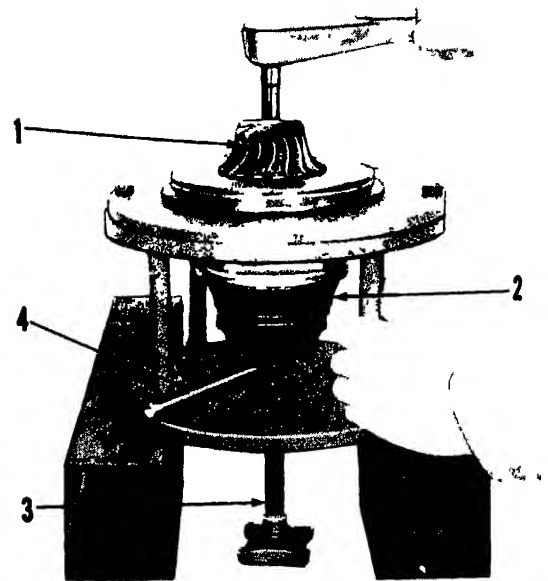


MEC 2410-214-35 125

- | |
|-------------------------|
| 1 Thrust plate assembly |
| 2 Spacer |
| 3 Thrust bearing |
| 4 Pins (2) |
| 5 Thrust collar |

Figure 3-114. Installing thrust plate assembly.

(4) Place turbine wheel and shaft upright. Guide shaft through shroud (5), center housing (6) and bearing (4). Lubricate and install bearing (2) and thrust bearing (7). Be sure thrust bearing (7) engages pins ((4), fig. 3-114) properly and is seated flat against housing.



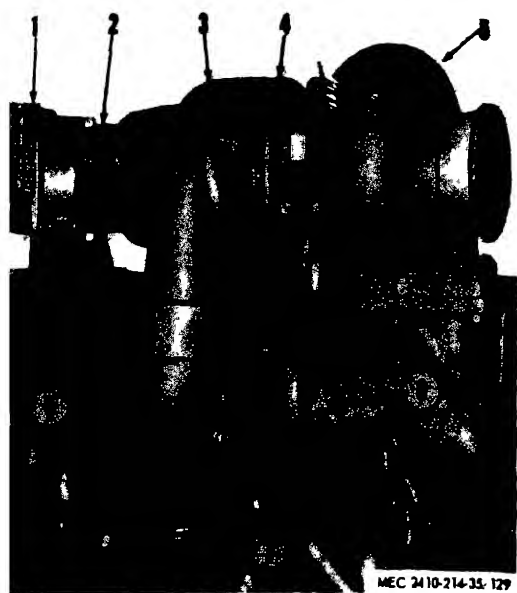
MEC 2410-214 35 127

- | |
|----------------|
| 1 Impeller |
| 2 Shroud |
| 3 Screw |
| 4 Holding tool |

Figure 3-116. Installing nut on shaft.

(5) Install thrust collar ((9), fig. 3-113) (with large od toward impeller end) over shaft and flat against thrust bearing (7).

(6) Install piston ring on spacer (10). Install spacer in thrust plate assembly (1) so, when assembled, piston ring will be toward impeller



- 1 Support bracket
- 2 Inlet pipe
- 3 Cover
- 4 Cover clamp
- 5 Housing
- 6 Positioning marks
- 7 Outlet pipe
- 8 Drain line

Figure 3-117 Turbocharger installation.

(7) Install thrust plate assembly preformed
ng

(8) Align oil hole in center housing and
st plate assembly and install in center hous-
Maintain thrust pressure against spacer (10)
rep in place while installing thrust plate

(9) Install locks and bolts (8) and tighten
orque valve given in paragraph 1-4g

(10) Fabricate a turbine wheel holding tool
3-115) and a support screw.

(11) Place the tool in the turbine wheel and
e screw (3, fig 3-116) upward until the
d and shaft assembly is seated against the
r housing.

(12) Heat impeller (1) at 325° -375° F for
longer than 10 minutes and immediately in-
on the shaft Tighten nut, while the im-
r is still hot, to torque value given in para-
h 1-4g

(13) After impeller has cooled sufficiently
° F max), remove the nut. The washer face
e nut must be smooth and clean.

(14) Lightly oil threads of the turbine shaft
nut. Install nut and tighten to torque value
n in paragraph 1-4g

(15) Mark the nut location to the shaft Tight-
ne nut an additional portion of a turn (para-
). Turn nut in such a manner as not to im-
any bending load on shaft.

(16) Check shaft end clearance (table 1-1).

(17) Align punch marks on compressor hous-
ing and center housing. Install band clamp and
tighten to torque value given in paragraph 1-4g.

(18) Align marks on turbine housing and
center housing. Coat threads of bolts with anti-
seize compound. Install bolts, clamps and locks.
Tighten bolts to torque value given in paragraph
1-4g.

(19) After assembly, push the rotating as-
sembly as far as possible toward either end and
check for binding. Lubricate internally.

f. Installation.

(1) Clean all mating surfaces and replace
any worn or damaged gaskets.

(2) Install the support bracket ((1), fig.
3-117) and the turbocharger without the pre-
formed packings.

(3) Make sure that the band-type clamp
(4) is loose so that the compressor cover may
rotate. Bolt the support bracket (1), the turbo-
charger and the oil drain line (8) in their proper
positions as shown.

(4) Lubricate the threads on the band-type
clamp.

(5) Rotate the compressor cover to deter-
mine the free-play between the cover and inlet
and outlet pipes. Position for equal free-play and
tighten the compressor cover clamp (4)

(6) Rotate the compressor inlet pipe, (2)
and the outlet pipe (7) to determine their ex-
tremes of free-play. Position for equal free-play
and draw the marks (6) as shown

(7) Remove the turbocharger and support
bracket

(8) Check and replace, if necessary, all pre-
formed packings Install the seals

Note Lubricate the preformed packings with oil
to aid installation Do not use soap as its somewhat ad-
hesive properties will make future removal difficult

(9) Assemble the compressor inlet and out-
let pipes and the support bracket to the turbo-
charger and align the positioning marks (6)

(10) Before final installation, lubricate the
turbocharger shaft with clean crankcase lubri-
cating oil and turn the shaft a few times by
hand.

Note Install the gasket on the exhaust manifold
with the rolled edge up The use of antisieze thread com-
pound is recommended on bolts subject to heat to ease
future removal

(11) Install the turbocharger and support
bracket as a unit, being certain that all oil and
manifold connections are tight

(12) Loosen the compressor cover clamp and
position the cover for equal freeplay Tighten the
clamp to the torque value listed in paragraph
1-4g.

Note. The turbocharger requires no special test procedure. However, observe the turbocharger for the initial one-half hour of operation to determine that the unit is

secure and that no lubrication leaks develop. Thereafter frequency periodic checks should be made.

Section IV. ELECTRICAL SYSTEM

3-26. Generator

a. General. The generator is a 24-volt, 40-ampere type mounted on the right front of the engine compartment. It is fungus- and corrosion-resistant and is arranged for B-type circuit with the field grounded inside the generator.

b. Removal and Installation. Refer to TM 5-2410-214-12 for removal and installation instructions.

c. Disassembly.

(1) Remove nut ((29), fig. 3-118) flat washer (30) and collar (35).

(2) Remove screw (44), nut (42) and cover band (43).

(3) Scribe marks across end frames and housing for use in aligning parts in reassembly.

(4) Remove six hex-head bolts (6) and lockwashers (7) securing commutator end frame (8) to housing.

(5) Remove assembled washer screws (15) and remove lead (16). Mark leads and brush holders to assure correct connections are made in reassembly.

(6) Remove assembled end frame (8) and brush plate assembly (10).

(7) Remove six hex-head bolts (6) and lockwashers (7) securing drive end frame (34) to housing. Remove end frame.

(8) Remove armature (40), bearings (5) and (36) and inner bearing retaining plate (37).

(9) Remove brushes (14). Remove four screws (46), nuts (2), lockwashers (1) and separate brush plate assembly (10) from end frame.

(10) Remove four springs (13), electric contact arms (12), and flat washers (11) from brush plate assembly (10).

(11) Remove four screws (3) and remove end frame plate (4).

(12) Remove six screws (31), lockwashers (32) and remove retaining plate (33) from drive end frame (34).

(13) Remove pins (9) only if they require replacement.

(14) Remove screw (45). Remove four screws (21), receptacle connector (22) and leads (27) and (28). Remove leads only if they require replacement.

(15) Remove four screws (23), elbow (24) and elbow spacer (26).

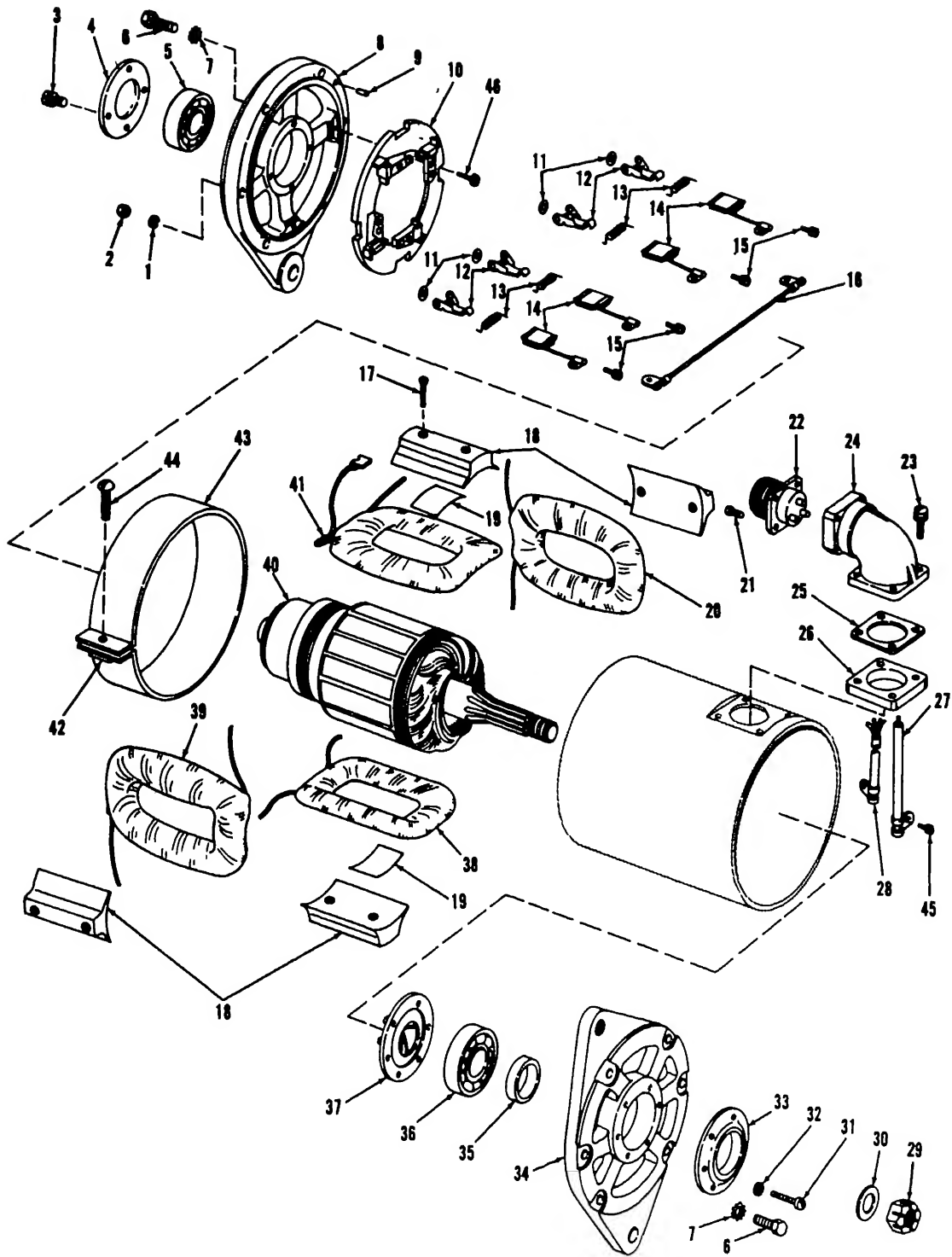
(16) If coil assemblies (20), (38), (39) and (41) require replacement, remove two screws (17) securing each pole shoe (18) to housing. Remove pole shoes, windings and insulators (19).

d. Cleaning

(1) Clean the armature and field windings of any dirt or magnetized particles. To remove grease and oil, apply a light coat of a safety type petroleum solvent such as MIL-T-6003, with brush. Wipe clean, then use compressed air to remove any remaining dirt film. Do not use any degreasing compounds or submerge the armature

1	Lockwasher	24	Elbow
2	Nut	25	Gasket
3	Screw	26	Spacer
4	Plate	27	Lead assembly
5	Bearing	28	Lead assembly
6	Bolt	29	Nut
7	Lockwasher	30	Washer
8	Frame	31	Screw
9	Dowel	32	Lockwasher
10	Plate assembly	33	Plate
11	Washer	34	Frame
12	Arm	35	Collar
13	Spring	36	Bearing
14	Brush	37	Plate assembly
15	Screw	38	Coil assembly
16	Lead assembly	39	Coil assembly
17	Screw	40	Armature assembly
18	Pole	41	Coil assembly
19	Insulator	42	Nut
20	Coil assembly	43	Band assembly
21	Screw	44	Screw
22	Receptacle assembly	45	Not used
23	Screw	46	Screw

Figure 3-118—Continued



MEC 2410-214-35/130

Figure 3-118. Generator disassembly

a degreasing tank as this would damage the insulation.
 (2) Clean the commutator with 00 sandpaper and remove sand particles with compressed air.

(3) Clean the commutator end frame, drive end frame, and components with an approved solvent and dry thoroughly

Caution: Do not soak insulators.

e Inspection and Repair.

(1) Inspect the commutator for roughness, high mica, loose winding, burrs, or pits. Smooth the commutator with 00 sandpaper or undercut on a lathe. Replace the armature if the commutator bars are less than 1/16-inch thick after undercut. Undercut the mica between the bars to a depth of 1/32-inch.

Caution: Do not widen commutator slots by removing metal from bars when undercutting. Use only solder with a rosin core flux.

(2) Inspect the armature shaft for wear, pits, bends, corrosion, or breaks.

(3) Place the armature ends in V-blocks and measure the commutator for out-of-round with a dial indicator. Turn down if in excess of 0.001 inch out-of-round.

(4) Inspect for windings grounded to core with a continuity tester. Touch one probe of the tester to the armature shaft and the other to each commutator riser. An indication of continuity indicates the armature is grounded.

Caution: Do not touch the probes to the commutator bars or shaft bearing surfaces as arcing may score the smooth surface.

(5) Inspect for open windings with a test lamp. Touch the probes to a pair of adjacent commutator risers. Failure of the lamp to light indicates an open winding.

(6) Inspect for shorts with a growler and steel strip. The steel strip will vibrate against the armature over a shorted area as the armature is turned.

(7) Inspect the field windings for worn or frayed insulation, defective connections, opens, and field current draw.

(8) Inspect end frames for cracks and damaged or worn bearing surfaces.

(9) Inspect brush plate for cracks and loose rivets. Inspect insulated brush holders for grounds.

(10) Inspect brush springs for tension and signs of breaks or other damage. Replace brushes.

(11) Inspect the ball bearings for smooth operation. Inspect for excessive side play and damaged surfaces.

(12) Inspect the generator field frame for breaks, cracks, and damaged threads.

(13) Inspect all hardware for damaged threads.

(14) Replace or repair all defective parts as necessary.

f. Assembly. Reassemble generator in direct reversal of disassembly. Seat brushes using a seating hone or sandpaper wrapped around commutator. Clean commutator thoroughly and complete assembly.

3-27. Starting Motor

a. General. This electrical component is a heavy-duty, 24-volt, submersion proof, fungus and corrosion resistant, solenoid-operated, enclosed shift-lever-type engine starter with eight brushes retained in four brush holders. The drive clutch is a heavy-duty overrunning type and the pinion clearance is adjustable. The principal components of the starter are the frame, armature, commutator end plate assembly, brush holder assembly, brushes, drive clutch assembly, drive housing, shift lever, and solenoid plunger.

b. Removal. Refer to TM 5-2410-214-12.

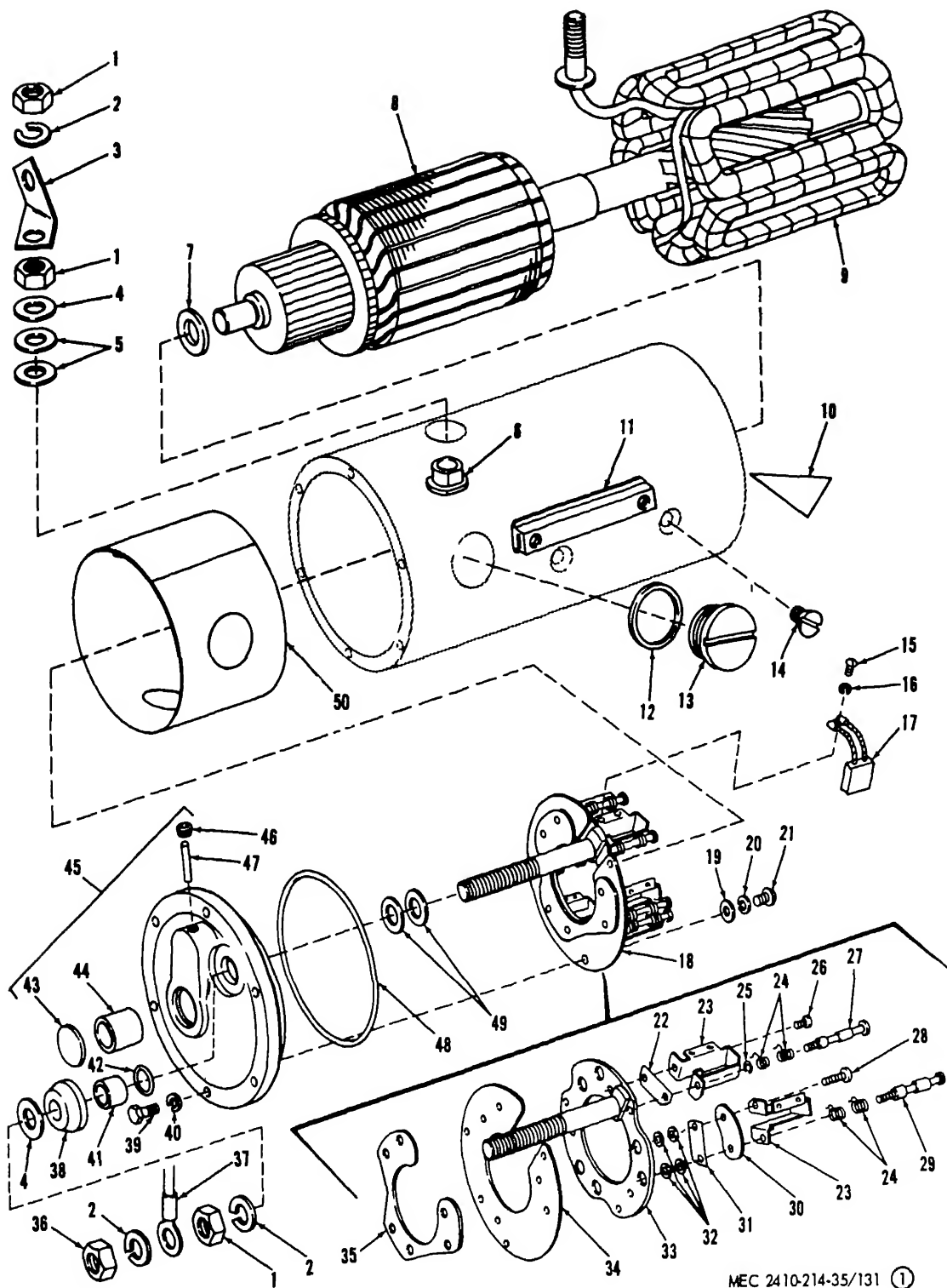
c. Starter Disassembly.

(1) Scribe marks across drive housing ((104), fig 3-119), lever housing (84), frame assembly (45), to facilitate reassembly in the correct relationship.

(2) Remove five socket head capscrews (100) and one socket head capscrow (99) and

1 Nut	18 Plate assembly	35 Plate
2 Lockwasher	19 Washer	36 Nut
3 Connector	20 Lockwasher	37 Lead assembly
4 Washer	21 Screw	38 Insulator
5 Washer	22 Plate	39 Bolt
6 Bushing	23 Holder	40 Lockwasher
7 Washer	24 Spring	41 Bushing
8 Armature assembly	25 Lockwasher	42 Seal
9 Coil assembly	26 Screw	43 Plug
10 Insulation	27 Bolt	44 Bushing
11 Pole shoe	28 Screw	45 Frame assembly
12 Gasket	29 Screw	46 Plug
13 Plug	30 Plate	47 Felt
14 Screw	31 Plate	48 Packing
15 Screw	32 Washer	49 Washer
16 Lockwasher	33 Plate assembly	50 Insulator
17 Brush assembly	34 Plate	

Figure 3-119①—Continued



MEC 2410-214-35/131 ①

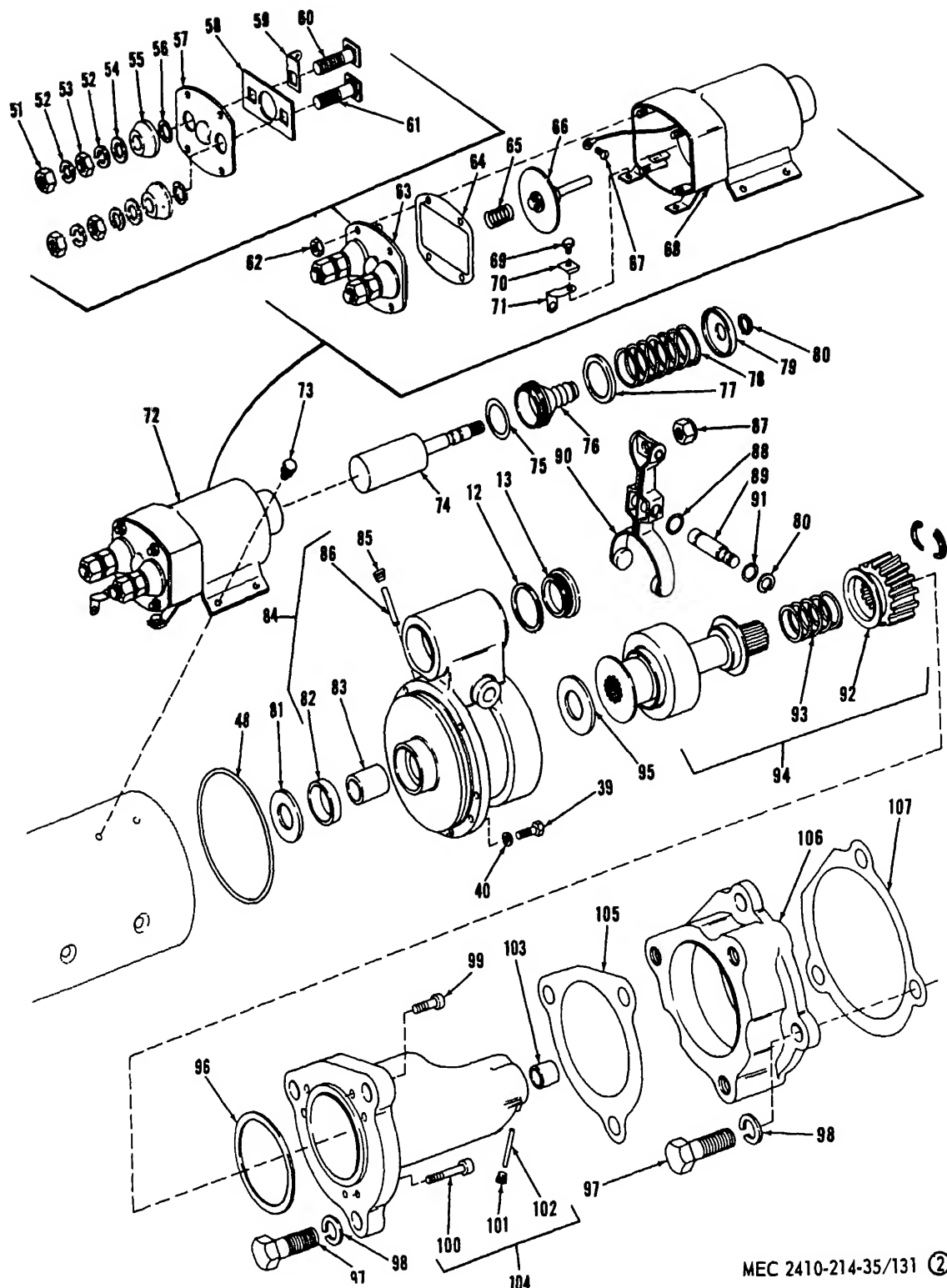
Figure 3-119① Starter motor, exploded view

drive housing assembly from starter. Re-
e gasket (96).

(3) Disassemble housing assembly only if
ts require replacement Press out sleeve bear-
Remove pipe plugs, expansion plug, ard wick.

(4) Loosen terminal screw on solenoid relay
and disconnect terminal of lead (37) Remove
hex nut and remove lead

(5) Remove plugs (13) and gaskets (12)
Remove brush and field coil connection attaching



MEC 2410-214-35/131 ②

Figure 3-119②. Starter motor, exploded view.

51 Nut
52 Lockwasher
53 Nut
54 Washer
55 Insulator
56 Bushing
57 Plate
58 Strip
59 Terminal
60 Stud
61 Stud
62 Nut
63 Terminal assembly
64 Gasket
65 Spring
66 Contact assembly
67 Screw
68 Case and coil assembly
69 Screw

70 Clip
71 Connector
72 Switch assembly
73 Screw assembly
74 Plunger assembly
75 Washer
76 Bellows
77 Ring
78 Spring
79 Retainer
80 Ring
81 Spacer
82 Seal
83 Bushing
84 Housing assembly
85 Plug
86 Felt
87 Nut
88 Seal

89 Shaft
90 Lever assembly
91 Seal
92 Pinion
93 Spring
94 Clutch assembly
95 Washer
96 Gasket
97 Bolt
98 Lockwasher
99 Screw
100 Screw
101 Plug
102 Wick
103 Bushing
104 Housing assembly
105 Gasket
106 Adapter
107 Gasket

Figure 3-119③—Continued

screws from each of the holes. Mark screw holes to identify them during assembly of brushes.

(6) Remove six hex-head bolts (39) and lockwasher (40) securing commutator end bell assembly to frame. Using a screw driver, pry end bell away from frame.

(7) Pull commutator end bell assembly, attached brush holder assembly, and armature (8) from frame. Remove flat washer (7) and pull armature from bearing. Remove spacer (81). Remove preformed packing (48) from end bell. Remove seal (82) and bushing (83) as necessary. Refer to *d* below for disassembly of end bell brush holder assembly.

(8) Remove five hex-head bolts (39) and washers (40) securing lever housing (84) to frame. Using a block of wood, tap housing until it is free. Work end of bellows (76) free from solenoid relay and pull outward on lever housing until housing and attached parts are free. Remove preformed packing (48).

(9) Remove clutch assembly (94) and non-metallic washer (95).

(10) Remove inspection plug (13) and gasket (14). Place solenoid plunger into relay to prevent spring from rotating and loosen hex-locking nut (15). Remove nut and guide and pull plunger and attached parts from lever housing.

(11) Using retaining ring pliers, remove retaining ring (80), retainer (79), lever spring (78), retainer ring (77), bellows (76) and flat washer (75) from plunger (74).

(12) Remove retaining ring (80) and remove retainer shaft (89) and lever (90). Remove seals (91) and (92) from shaft.

(13) Disassemble lever housing only if parts require replacement. Remove oil seal and press sleeve bearing in lever housing. Remove expansion plug and plug. Remove pipe plug and cap.

(14) Remove hex nut and lockwasher securing connector to solenoid switch (72). Remove four assembled washer screws (73) securing relay to frame and slide relay out of connector.

(15) Remove hex nut (1), lockwasher (2), connector (3), hex nut (1), flat washer (4), two non-metallic washers (5) and bushing (6).

(16) Do not remove field coil assembly unless inspection indicates coils are defective. Remove two pole shoe screws (14) from each of the six pole shoes (11). Remove field coil assembly (9), terminal screw and bushing. Unsolder terminal screw from coil assembly.

(17) Remove commutator end insulator and two insulators from drive end of frame.

d Disassembly of End Bell and Brush Holder Plate

(1) Remove nuts (36) and (1), and lock washers (2), flat washer (4) and insulator (38) from terminal stud. Remove three roundhead screws (21), lockwashers (20), and flat washers (19) and pull plate assembly (18) from commutator frame assembly (45).

(2) Remove bushing (41), seal (42) and two flat washers (49) from terminal stud.

(3) Disassemble end bell assembly only if parts require replacement. Remove pipe plug, expansion plug, wick, and plug from end frame and bearing assembly.

(4) If sleeve bearing is worn, remove expansion plug and press sleeve bearing from end frame.

(5) Remove screws (15) and lockwashers (16) securing brush leads to brush holders. Lift each spring in turn and remove eight brushes (17).

(6) Remove long brush holder bolt (27) and lockwasher (25) from each of two insulated brush holders (23). Remove two springs (24) from each screw. Remove short screw (26) and

lockwasher (25) from each insulated brush holder. Remove two brush holders and spacer plates (22).

(7) Remove long brush holder screw (29) and lockwasher (32) from each of two grounded brush holders (23). Remove two springs (24) from each screw. Remove short screw (28) and washer (32) from each brush holder and remove two grounded brush holders, spacer plates (31) and nonmetallic plates (30).

(8) Separate plate assembly (33), insulation plate (34), and support plate (35).

e. Cleaning.

(1) Clean all metal nonelectrical parts in an approved cleaning solvent and dry with compressed air.

(2) Clean field coils thoroughly with a clean cloth dampened with an approved cleaning solvent. Be careful not to damage protective insulation coating. Dry thoroughly with compressed air.

(3) Remove loose particles from armature with compressed air and wipe with a clean cloth dampened in an approved cleaning solvent. Clean commutator lightly with No. 00 sandpaper and remove all traces of dust with low-pressure compressed air.

(4) Clean solenoid relay, insulation plates, and non-metallic washers with a clean cloth dampened with an approved cleaning solvent and dry with compressed air.

(5) Clean brushes with a dry, clean cloth only. Do not permit solvent to contact brushes.

f. Inspection and Repair

(1) Inspect housings and frames for cracks and distribution. Inspect threads in tapped holes for damage. Replace defective parts.

(2) Inspect sleeve bearings for wear, gouges, and grooves. Replace bearing if defective. Check for looseness in housing or end bell. Replace worn or defective bearings. If new bearing is loose in bore, replace housing or end bell.

(3) Inspect wicks for tests, fraying, or wear. Replace wick if defective.

(4) Inspect armature for grounds with a test light by touching one probe to armature core and other to commutator risers. If test light glows, the armature is grounded and must be replaced.

(5) Inspect armature for short circuits using a growler fixture and a steel grip. Grip will vibrate against armature over a shorted area as the armature is turned. Replace armature if a short circuit is found.

(6) Turn down commutator if grooved or out of round. Undercut mica to a depth of 0.025 to 0.032 inch below surface of commutator. Do not widen slots when undercutting mica.

(7) Check field winding in frame for insulation breakdown with an ohmmeter. Attach one probe of ohmmeter to frame and other to one of the field winding terminals. The reading should not be less than one megohm. Replace defective coil.

(8) Inspect drive pinion for broken or badly worn teeth. Inspect clutch splines for wear and damage. Inspect shell for cracked or broken condition. Check to make sure pinion will drive in one direction and will slip in opposite direction. Replace drive clutch if defective.

(9) Inspect shift lever, shaft, and solenoid plunger for cracks or distortion. Replace defective parts.

(10) Inspect bellows for tears, punctures, and deterioration.

(11) Inspect solenoid relay windings for shorts or grounds with a pair of test probes. Inspect case for cracks or other damage. Replace solenoid relay if defective.

g. Assembly of End Bell and Brush Holder Plate.

(1) If wick was removed during disassembly, saturate a new wick and plug with oil and install in end bell. Wick must not be in fill hole.

(2) Apply sealer to expansion plug hole and install plug. Fill reservoir with oil and install pipe plug.

(3) If sleeve bearing was removed, press a new bearing in end bell and install expansion plug.

(4) Assemble brush holder plate and end bell in the reverse order of disassembly but do not install brushes.

h. Starter Assembly

(1) If wicks were removed during disassembly, install wicks and plugs following same instructions specified for end bell (*g*(1) and (2) above).

(2) If bearings were removed, press new bearings into housings.

(3) Assemble starter in reverse order of disassembly with the following exceptions and additions.

(4) If field windings were removed, coat threads of pole shoe screws with a suitable thread sealer before installation. Varnish inside of frame and winding assembly. Leave 0.38 inch from end of frame free of varnish.

(5) Partially install lever housing, lever, and solenoid plunger before installing drive clutch. With frame in vertical position and lever housing upward, install non-metallic washer (95) and install drive clutch. Tilt clutch to engage lugs on shift lever. Seat housing making sure bellows is not crimped.

(6) If new brushes are being installed, cover mutator with No. 00 sandpaper temporarily, all armature, brushes, and end bell ((7) be- and turn in brushes. Disassemble, remove paper, and clean armature and brush holder e assembly.

(7) Install spacer (81) on armature shaft install preformed packing on end bell. In- frame assembly (45) with assembled brush er assembly (18) on commutator and install hes. Install flat washer on armature shaft

and install armature and end bell as a unit into frame.

i. *Adjusting Drive Clutch Pinion Clearance.*

(1) Remove plug.

(2) With starter pinion in engaged position, press clutch inward toward lever to take up slack.

(3) Adjust hex self-locking nut (87) until clearance between outer face of pinion and inner face of housing overhand is $23/64$ inch $\pm 1/32$ inch.

Section V. ENGINE COOLING SYSTEM

8. General

Refer to TM 5-2410-214-12 for description and icing of engine cooling system.

9. Radiator

Removal and Installation.

(1) Drain the coolant from the radiator, remove engine upper guard assemblies (serial 75E1301-UP). Refer to TM 5-2410-214-12.

(2) Remove the hood, head light brackets radiator top guard.

(3) Disconnect tube ((1), fig. 3-120) and w (2).

(4) Remove four bolts (3) and six bolts (4).

(5) Remove the radiator guard lower plate lower baffle plate.

(6) Remove bolts (6).

(7) Rotate bracket (7) away from the ra- ror core after loosening bolt (5).

Note. Be sure the seal strip ends are moved on both of the radiator core or damage to the strips and/or may result as the radiator is lifted out.

(8) Disconnect elbow (8).

(9) Remove bolts (9) and retain shims if so equipped

(10) Loosen bolts (10)

(11) Attach a hoist (fig. 3-121) and remove radiator (approx. weight 425 lb)

(12) Pull the radiator forward, so the bottom does not catch on the shroud braces as the ator is removed.

(13) Tilt radiator sideways so the bottom will pass the top tank mounting pads.

Note. Be sure to replace shims ((1), fig 3-120) if upped

Disassembly and Reassembly With the ra- ror removed from the engine, the radiator be disassembled in the following manner:

(1) Remove top tank ((1), fig. 3-122) by removing the bolts holding reinforcing strips (2) and radiator core (3) to the top tank.

(2) Remove bottom tank (4) in the same manner.

(3) Clean the radiator core of all accumulations of debris between the fins and tubes with water or compressed air. Such accumulations decrease the efficiency of the cooling system and may cause the engine to overheat.

(4) Clean the inside of the radiator cores, bottom tank, and top tank with commercial radiator cleaner.

(5) When assembling the radiator, be sure there is a perfect seal between the radiator core and the top and bottom tanks.

c. *Radiator and Radiator Guard Removal*

(1) Drain the cooling system Remove engine upper guard assemblies (serial nos. 75E-1301-UP). Refer to TM 5-2410-214-12.

(2) Remove the hood, radiator bottom guard, and the front section of the crankcase guard.

(3) Disconnect the generator wires

(4) Disconnect the upper elbow ((2), fig 3-120) from the radiator top tank

(5) Disconnect the lower elbow (8) from the radiator.

(6) Remove the fan belts

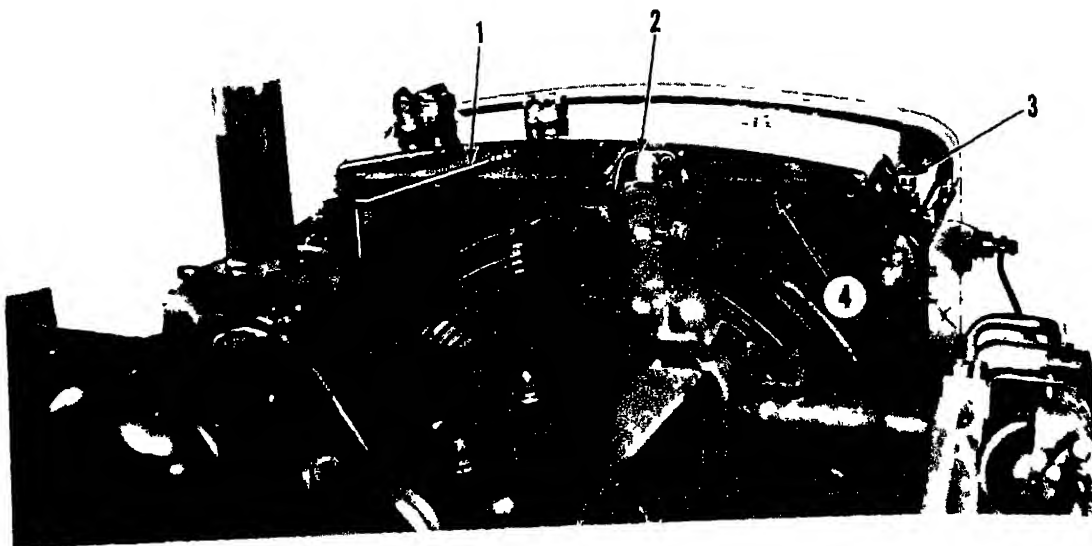
(7) Disconnect and loop the bulldozer lift cylinder hydraulic lines.

(8) Remove the bolts securing bracket ((1), fig. 3-123) to the main frame

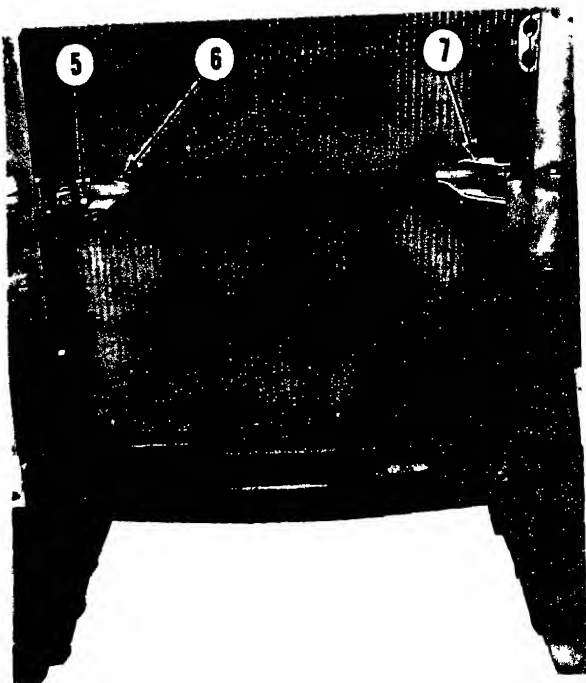
(9) Attach a hoist for support and remove the bolts that secure the radiator guard (approx weight 2,550 lb) to the tractor.

(10) Remove the radiator guard and radiator from the tractor as shown in figure 3-123.

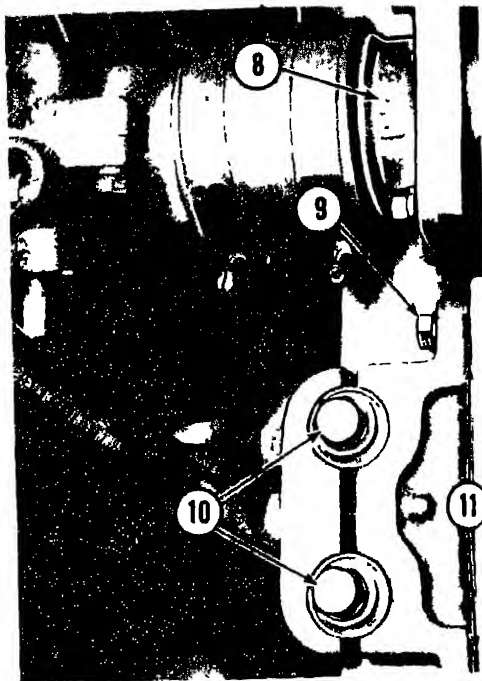
(11) Check the pulley alignment prior to installing fan belts.



A



B



C

- | | | | | | |
|---|-------|---|---------|----|-------|
| 1 | Tube | 5 | Bolt | 9 | Bolts |
| 2 | Elbow | 6 | Bolt | 10 | Bolts |
| 3 | Bolts | 7 | Bracket | 11 | Shims |
| 4 | Bolts | 8 | Elbow | | |

Figure 3-120. Preparing to remove radiator

MEC 2410-214 35 132

3-30. Water Pump

a General. The gear driven centrifugal type water pump is mounted on the left front of the timing gear housing. Figure 3-124 shows a cut-away view of the water pump.

b Removal and Installation Refer to TM 5-2410-214-12 for removal and installation of the water pump.

c. Disassembly and Assembly.

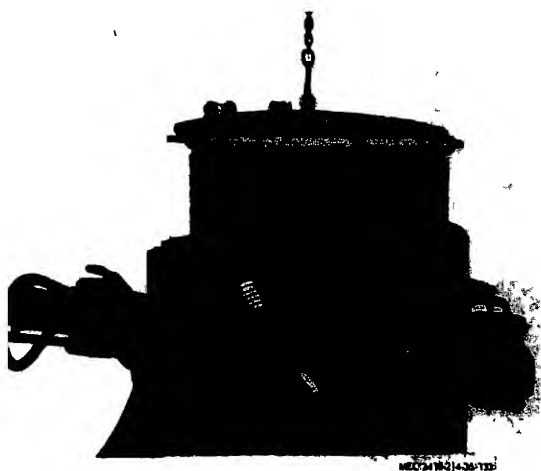
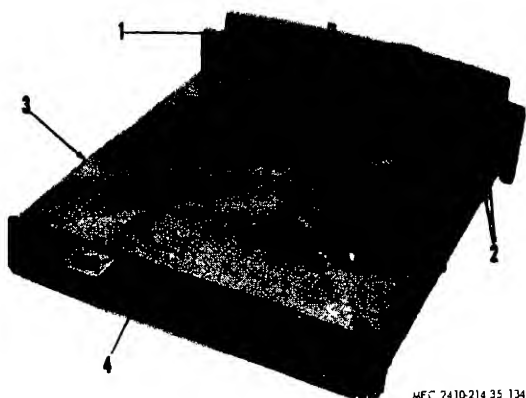


Figure 3-121. Lifting radiator from guard.



- | | |
|------------|---------------|
| 1 Top tank | 3 Core |
| 2 Strips | 4 Bottom tank |

Figure 3-122 Radiator disassembly.

- (1) Remove washer ((1), fig. 3-125) cotter (2) and nut (3)
- (2) Use a puller with a step plate and two 3/8-inch-18 (NC) bolts, 5 inches long, to pull impeller ((1), fig. 3-126) from the shaft.
- (3) Remove the carbon face seal, the bellows under the seal, and the brass case (d below)
- (4) Remove the locks and bolts ((2), fig. 3-127) and the gear and shaft assembly (1).
- (5) Remove the oil seal ((3), fig. 3-124) from the pump housing (d below).
- (6) Remove the lock and bolt ((4), fig. 3-128) washer (3), locks and bolts (1), and cover (2)
- (7) Use three 3/8-inch-16 (NC) bolts, 4 inches long, to force the cage ((1), fig. 3-129) bearing (2) from the shaft. The bearing will slip fit in the cage and can be removed for inspection.

(8) Press the pump shaft ((2), fig. 3-130) out of the gear (1) and remove the key.

(9) Press the pump shaft out of the bearing as shown in figure 3-131.

(10) Reassemble water pump in reverse order of disassembly (para 1-4) for the impeller retaining nut torque.

d. Water Pump Seal and Inner Oil Seal Replacement.

(1) Water leaking from the drain opening in the under side of the pump indicates that the water seal should be replaced.

(2) The seal consists of a carbon thrust washer ((3), fig. 3-132) and a spring enclosed by a bellows (2). These two parts, which make up the replaceable unit, are contained in a brass case (1) which is pressed into the water pump housing.

(3) Inspect the bearing surface of the impeller seal assembly (fig. 3-135). The contact surface must be smooth and free of roughness, nicks or burrs. Replace the seal assembly, if necessary.

(4) It is not necessary to remove the brass case from the water pump housing, for water seal replacement. The carbon thrust washer ((3), fig. 3-132) and the bellows seal (2) can be removed from the brass case (1) by bending back the three ears holding them in place.

(5) When replacing the carbon thrust washer, be careful not to crack or scratch it. After the bellows seal and thrust washer are installed, see that the washer moves freely under finger pressure

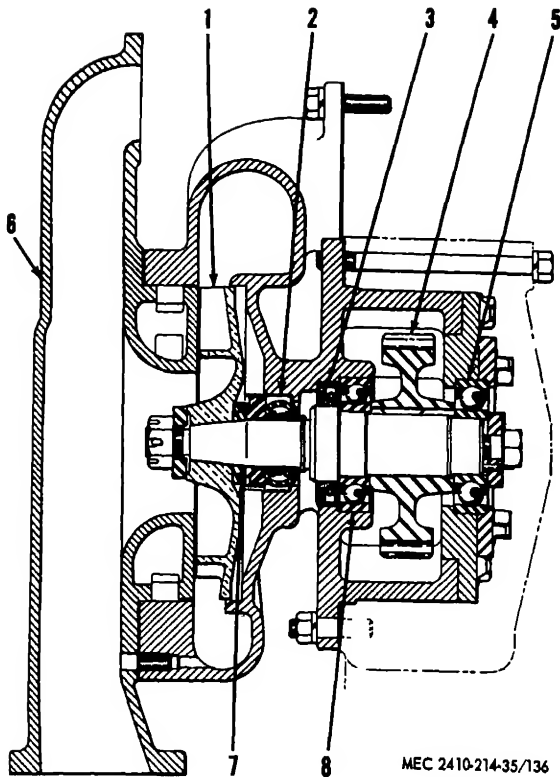
(6) If the brass case is damaged, a tool such as the one shown (fig 3-133) can be made for removing it as shown in figure 3-134. If a tool is not used, it is necessary to completely disassemble the pump to replace the brass case

(7) When installing a new brass case, coat the case and housing bore with a lubricant to avoid shearing the brass case, and also to provide a positive seal against water leakage

(8) Make sure the case bottoms squarely in the bore so the carbon washer will bear evenly against the impeller contact surface

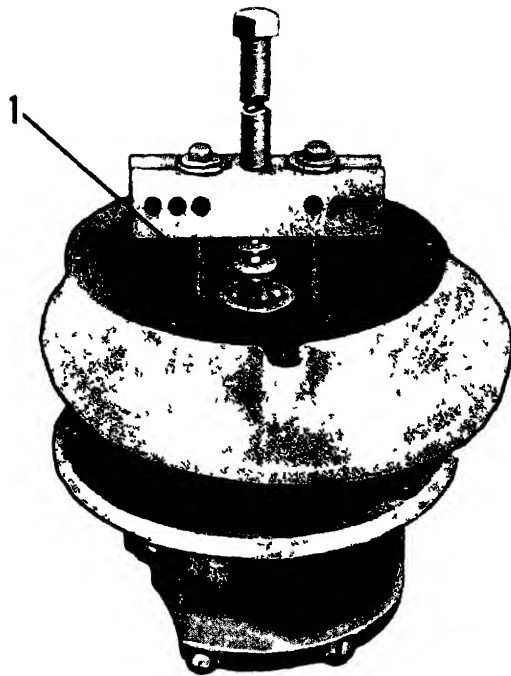
Caution: The flange on the case can be bent, if excessive pressure is applied after the case bottoms.

(9) If it becomes necessary to replace the inner oil seal ((3), fig. 3-124) the pump must be disassembled. Press the oil seal out and install a new one, with the lip of the seal toward the bearing.



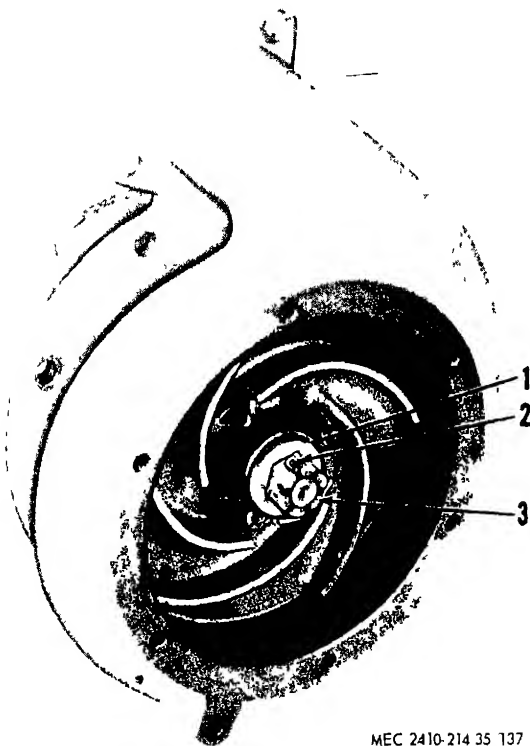
- | | |
|-------------------------|--------------------------|
| 1 Impeller | 5 Bearing |
| 2 Bellows seal assembly | 6 Cover |
| 3 Oil seal | 7 Impeller seal assembly |
| 4 Drive gear | 8 Bearing |

Figure 3-124. Water pump.



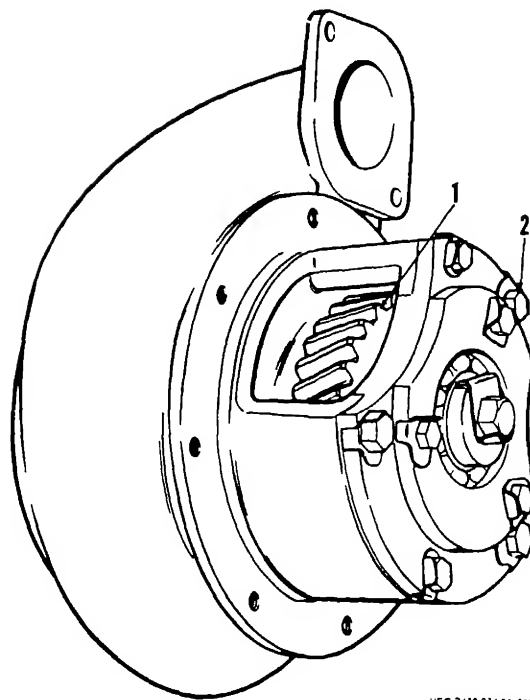
- 1 Impeller

Figure 3-126 Pulling Impeller.



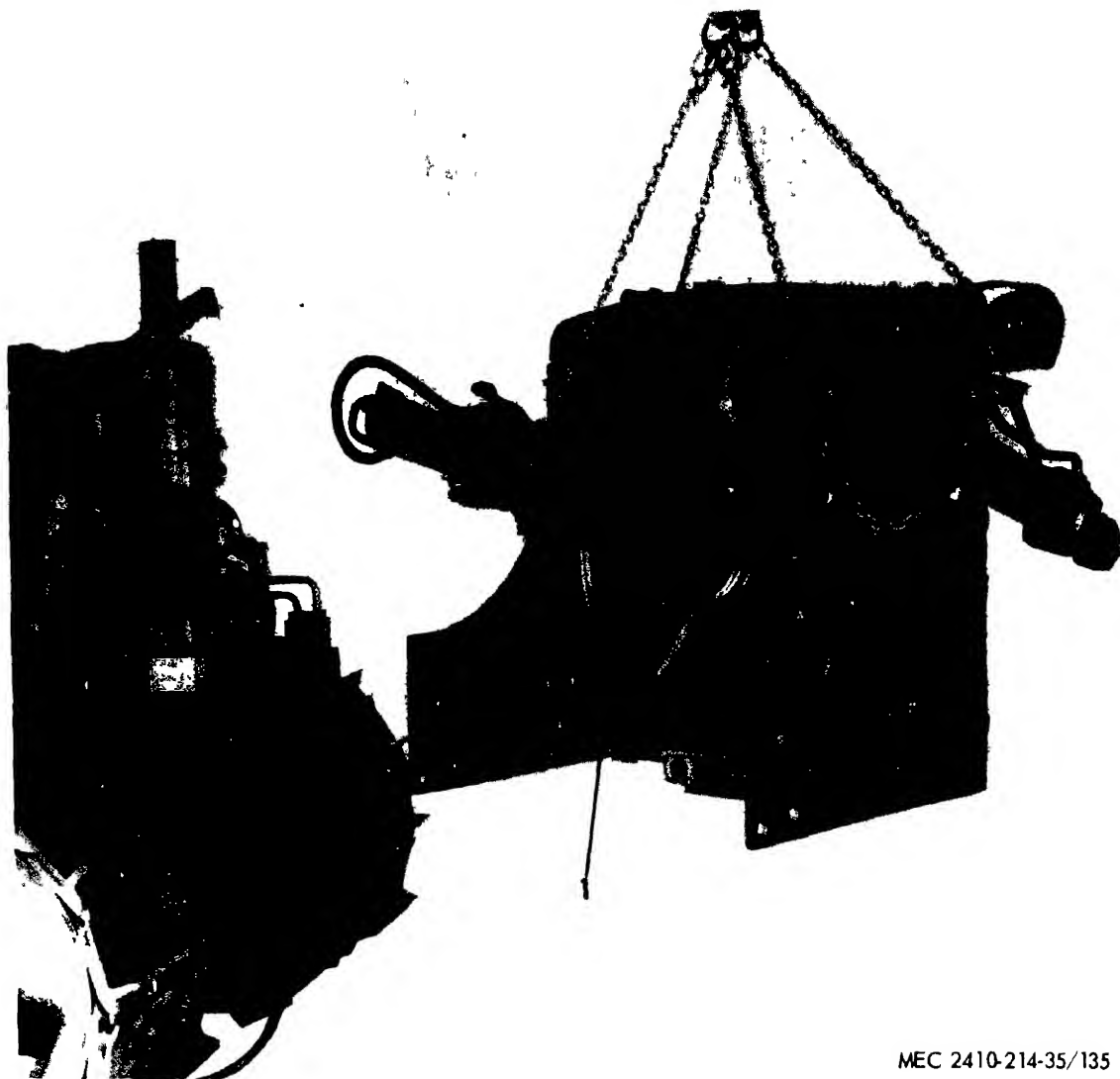
- | | | |
|---------|--------------|-------|
| 1 Water | 2 Cotter pin | 3 Nut |
|---------|--------------|-------|

Figure 3-125. Preparing to remove impeller.



- | | |
|------------------|-------------------|
| 1 Shaft assembly | 2 Locks and bolts |
|------------------|-------------------|

Figure 3-127. Preparing to remove drive gear and shaft assembly



MEC 2410-214-35/135

1 Bracket

Figure 3-123. Radiator guard and radiator removal.

e. Impeller Seal Assembly Replacement.

(1) The impeller seal assembly consists of a ring ((1), fig. 3-135) mounted in the rubber seal (2), which bears against the impeller. The impeller seal assembly can be removed after the impeller is removed.

(2) Install the impeller seal assembly with the ring (1) toward the carbon washer of the bellows seal assembly. The grooved side or the unpolished side of the ring should be against the face of the rubber seal (2).

Caution: Handle the impeller seal assembly with care to avoid damaging the contact surface.

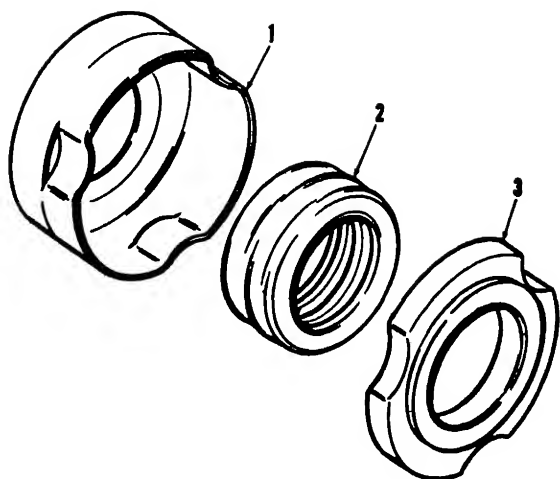
f. Oil Seal Replacement. If it becomes necessary to replace the inner oil seal ((3), fig. 3-124) the pump must be disassembled. Press the old seal out and install a new one, with the lip of the seal toward the bearing.

3-31. Belt Tightener

a. Removal and Installation.

(1) Remove the fan belts as described in TM 5-2410-214-12.

(2) Disconnect shock absorber spring ((1) fig. 3-136) by removing pin and cotter pin (6).



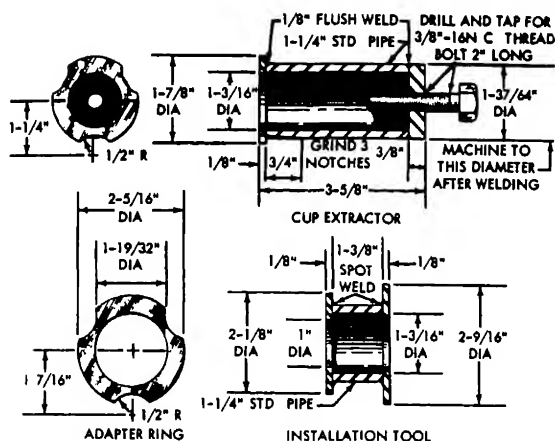
1 Case
2 Bellows
3 Carbon thrust washer

Figure 3-132. Seal assembly.



MEC 2410-214-35 146

Figure 3-134. Water seal case removal.



MEC 2410-214-35/14.

Figure 3-133 Water seal case removal tool

(3) Remove nuts (3) securing the tension adjusting bracket (2) to the timing gear cover

(4) Remove bolts (4) securing belt tightener arm (5) to the timing gear cover.

(5) Install in reverse order of removal. Turn belt tightener jack screw clockwise until studs are bottomed in bracket slots, then tighten nuts and screws.

b. Disassembly and Reassembly.

(1) Remove bolt and lockwasher ((5), fig. -137) plate (4), seal (3), and bearing (2) from arm assembly (1).

(2) Remove bracket assembly (16).

(3) Remove bolts and lockwashers (8) securing cover (9) to pulley (6), being careful not to damage gasket (7).

(4) Remove bolt and lockwasher (10) and washer (11) securing pulley (6) to arm assembly (1).

(5) Remove seal (15), bearings (12), space (14), and retaining ring (13) from pulley (6).

(6) Inspect seals (3) and (15), and bearings (2) and (12), and replace if necessary.

(7) Reassemble in reverse order of disassembly.

3-32. Fan and Fan Pulley

a. Removal and Installation.

(1) Remove the radiator and radiator guard from the machine as an assembly (para 3-29).

(2) Loosen the bolts securing the generator ((1), fig 3-138) in place and rotate the generator (1) toward the fan pulley to relieve the belt tension.

(3) Remove the generator belt (2)

(4) Remove fan guard (4)

(5) Attach a hoist to the fan and pulley assembly (5) (Fan assembly weight —90 lb)

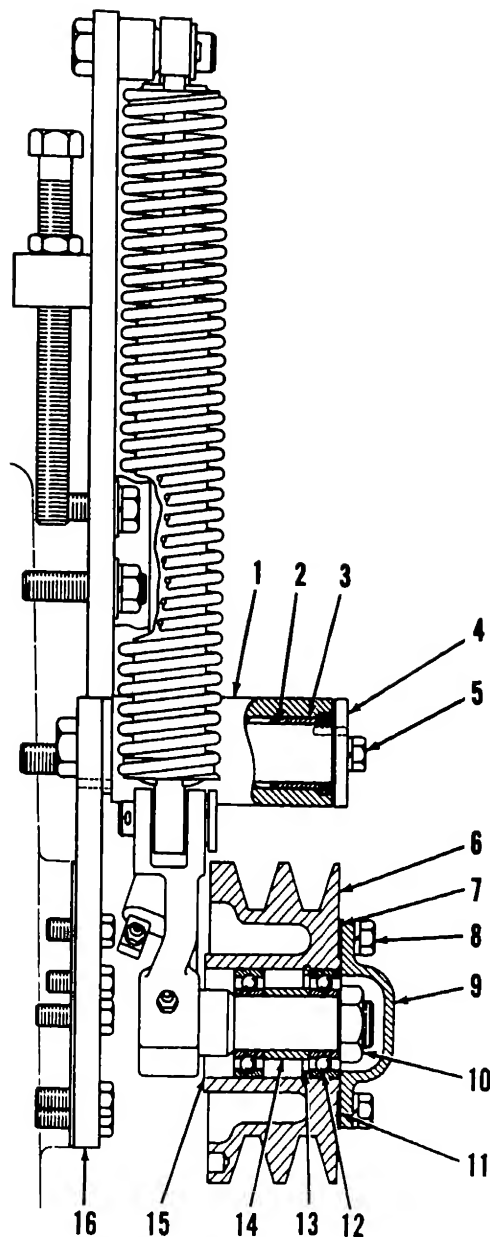
(6) Remove bolts (3) securing the fan shaft assembly to the shroud and remove the fan and pulley assembly (5)

(7) Install in reverse order of removal.

b. Disassembly

(1) Remove bolts and lockwashers ((1) fig. 3-139) securing the pulley (2) to the hub (16). Remove the pulley.

(2) Remove any shims (3) located between the fan pulley (2) and hub (16).



MEC 2410-214-35/149

- | | |
|-----------------------|------------------------|
| 1 Arm assembly | 9 Cover |
| 2 Bearing | 10 Bolt and lockwasher |
| 3 Seal | 11 Washer |
| 4 Plate | 12 Bearing |
| 5 Bolt and lockwasher | 13 Retaining ring |
| 6 Pulley | 14 Spacer |
| 7 Gasket | 15 Seal |
| 8 Bolt and lockwasher | 16 Bracket assembly |

Figure 3-137. Belt tightener disassembly

rotate position desired. Be sure all blades are turned to the same position.

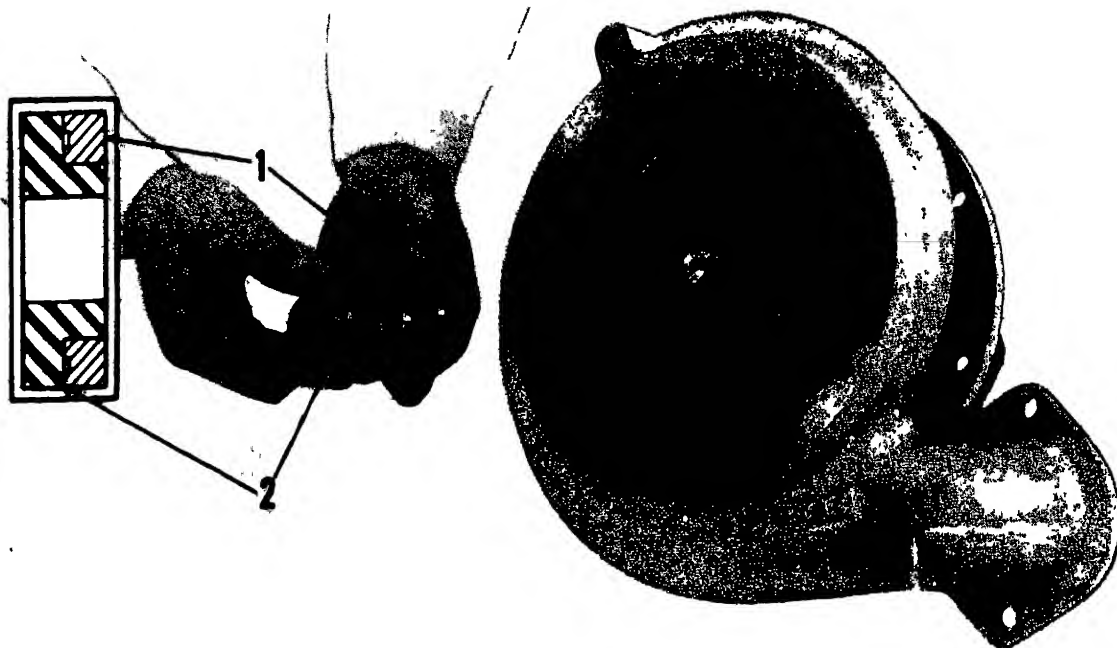
(2) With a grease gun, lubricate the hub with ball and roller bearing lubricant.

d Alignment.

(1) Check alignment of the fan pulley ((1),

fig. 3-142) with the crankshaft pulley (2) by holding a straight edge against the rear faces of the fan and crankshaft pulleys as shown. The straight edge should be flat against both pulleys.

(2) Add or remove shims ((3), fig. 3-139) as required for proper alignment.

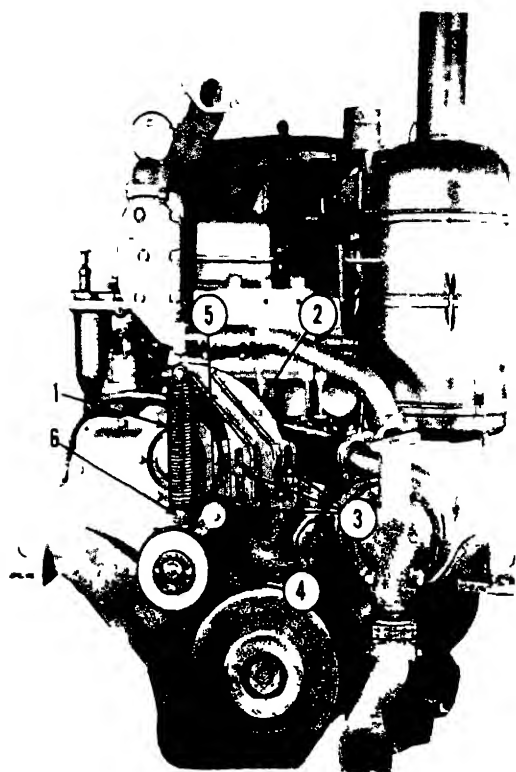


MEC 2410-214-35/147

1 Ring

2 Rubber seal

Figure 3-135. Impeller seal assembly.



MEC 2410-214-35 14P

1 Shock absorber spring
2 Adjusting bracket
3 Nuts

4 Bolts (5)
5 Belt tightener arm
6 Pin and cotter pin

Figure 3-136. Belt tightener removal.

(3) Mark the fan spider (17) so it can be installed in the same position

(4) Remove bolts and lockwashers (18) securing the fan spider (17) to the fan hub (16), and remove the spider.

(5) Remove bolts and lockwashers (4) securing cover (5) to the fan hub (16), and remove cover (5) and preformed packing (6)

(6) Remove bolts (7), locking plate (8), and retainer (9).

(7) Pull the hub (16) with bearing (10) from the fan shaft (12), as shown in figure 3-140.

(8) Remove retaining ring ((11), fig. 3-139) and bearing (10) from hub (16).

(9) Remove spacer (15).

(10) Pull the inner bearing (14) from fan shaft (12) as shown in figure 3-141.

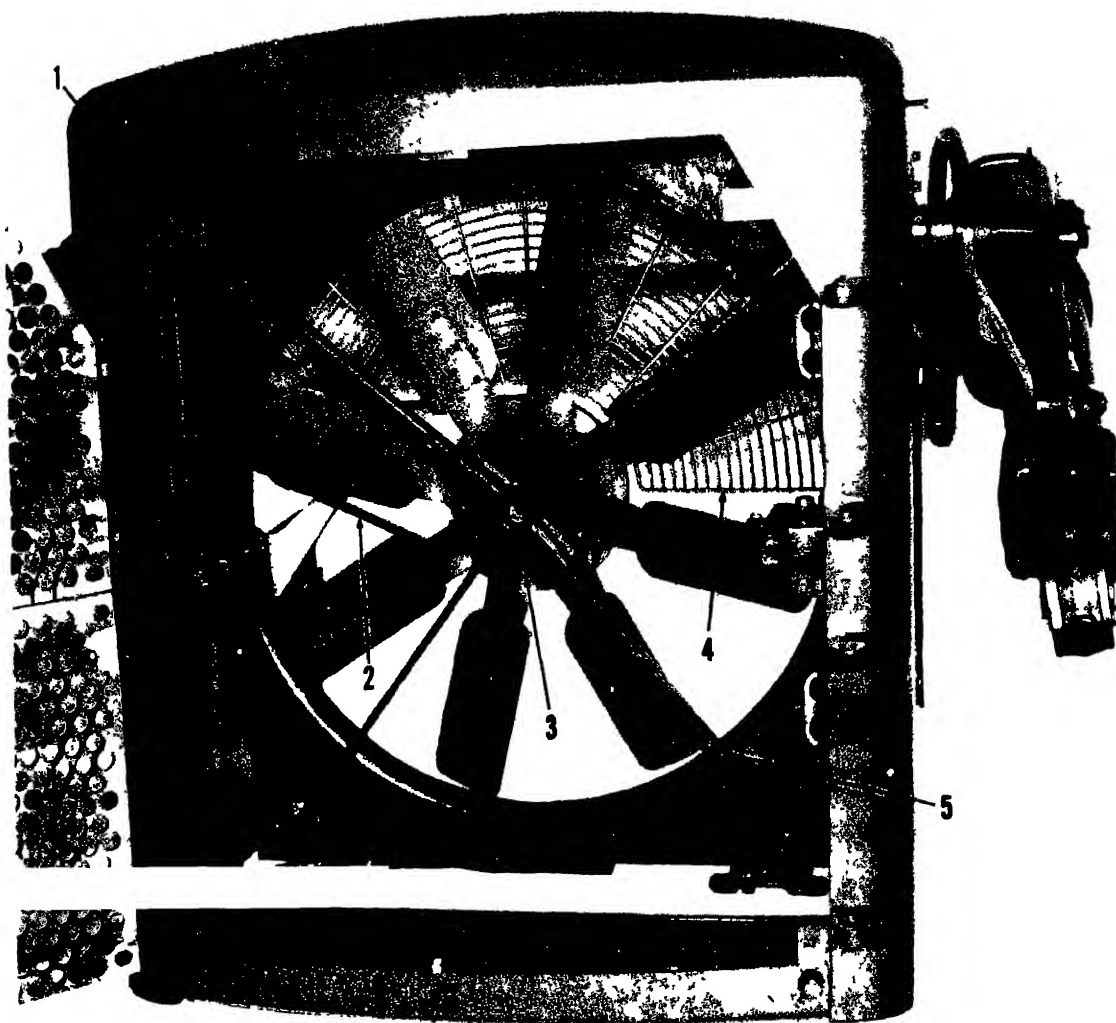
(11) Remove the hub seal ((13), fig. 3-139).

(12) Inspect seals (6) and (13), and bearing (10) and (14). Replace as necessary.

c Reassembly.

Note The reversible fan has movable fan blades which can be positioned to provide either suction or blower fan arrangement

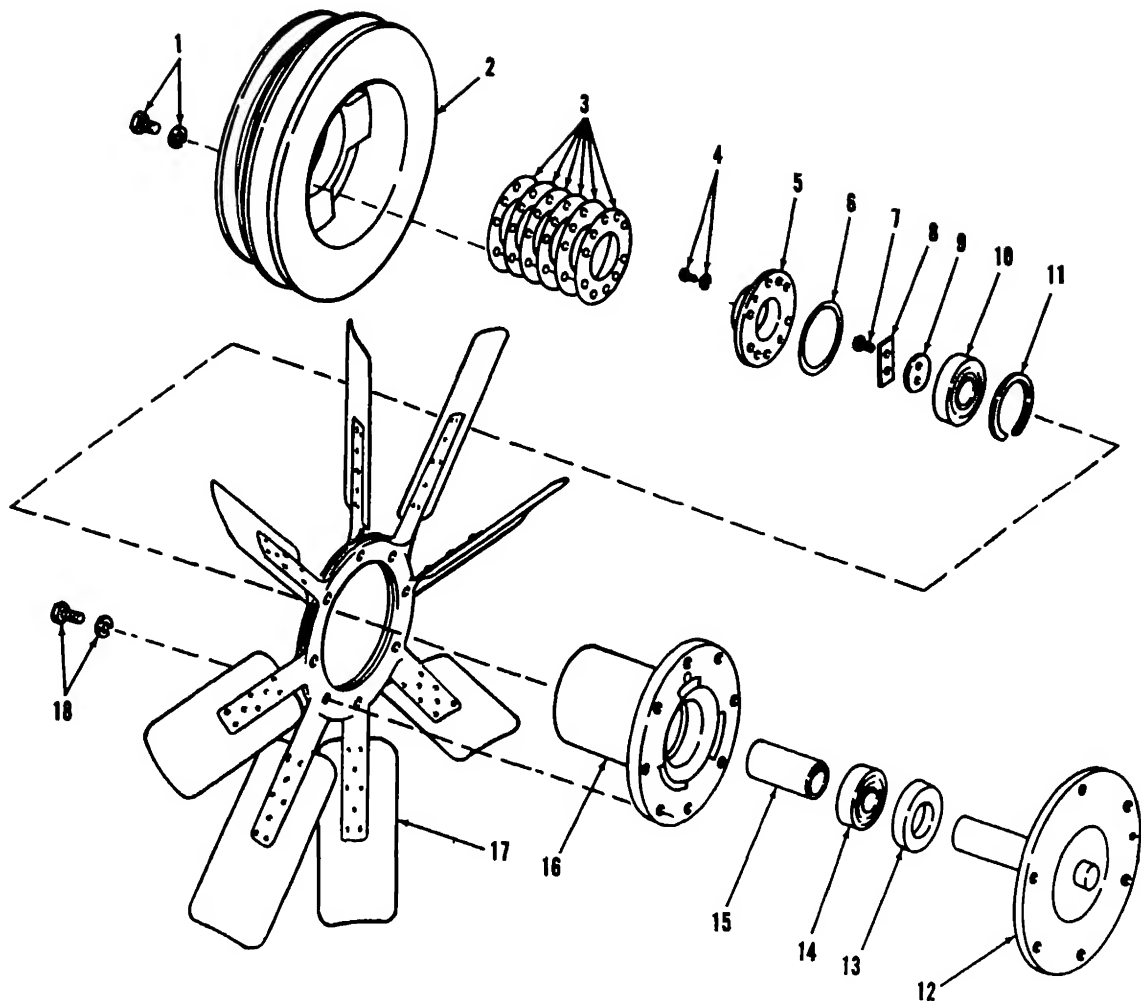
(1) Reassemble and install the fan assembly in reverse order of disassembly and removal. Push fan blade inward to disengage tongue on thrust washer from locking slot in hub. Turn blade until tongue on thrust washer locks in place in the al-



MEC 2410-214-35/150

- | | |
|------------------|---------------------------|
| 1 Generator | 4 Fan guard |
| 2 Generator belt | 5 Fan and pulley assembly |
| 3 Bolts (6) | |

Figure 3-138. Preparing to remove fan and fan pulley



MEC 2410-214-35/151

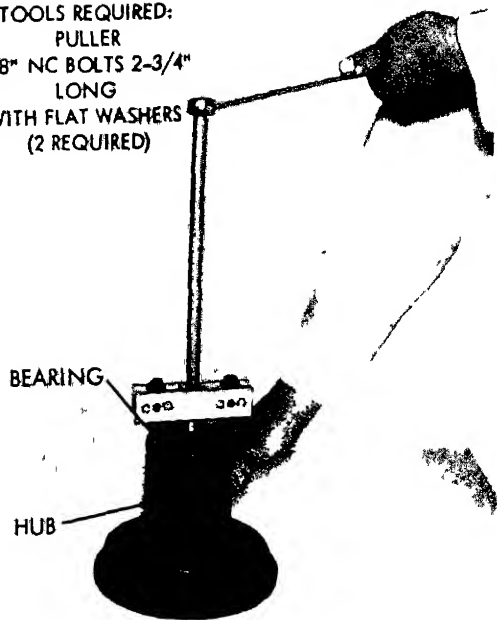
- | | | |
|-------------------------|-------------------|------------------------|
| 1 Bolts and lockwashers | 7 Bolt | 13 Seal |
| 2 Fan pulley | 8 Locking plate | 14 Bearing |
| 3 Shims | 9 Retainer | 15 Spacer |
| 4 Bolts and lockwashers | 10 Bearing | 16 Hub |
| 5 Cover | 11 Retaining ring | 17 Spider |
| 6 Preformed packing | 12 Fan shaft | 18 Bolt and lockwasher |

Figure 3-139. Fan and fan hub disassembly

TOOLS REQUIRED:
PULLER
3/8" NC BOLTS 2-3/4"
LONG
WITH FLAT WASHERS
(2 REQUIRED)

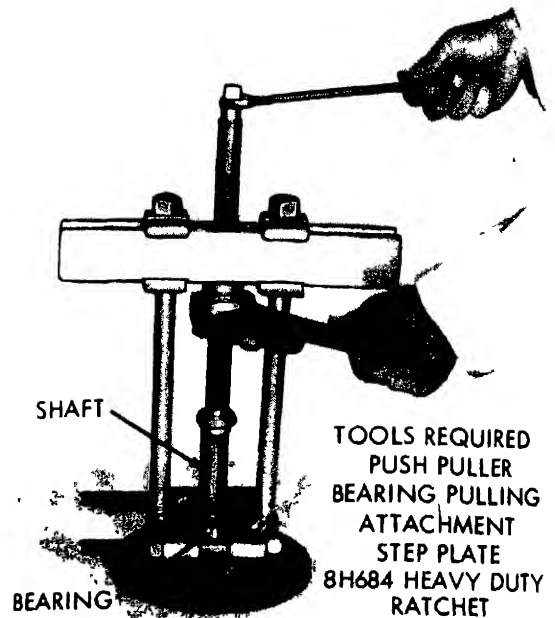
BEARING

HUB



MEC 2410-214-35. 152

Figure 3-140. Pulling hub with bearing.



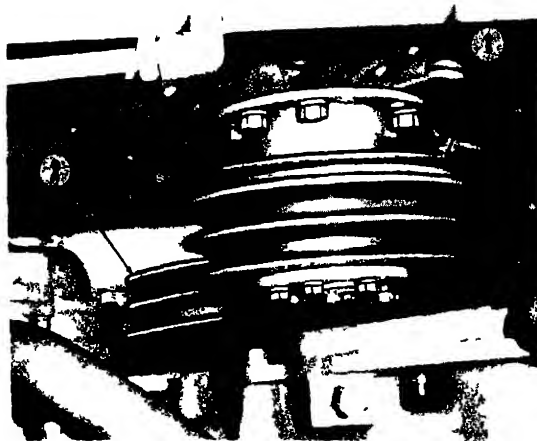
TOOLS REQUIRED
PUSH PULLER
BEARING PULLING
ATTACHMENT
STEP PLATE
8H684 HEAVY DUTY
RATCHET

SHAFT

BEARING

MEC 2410-214-35/153

Figure 3-141. Pulling inner bearing.



MEC 2410-214 35 154

1 Fan pulley

2 Crankshaft

Figure 3-142 Pulley alignment.

Section VI. ENGINE LUBRICATING SYSTEM

General

to TM 5-2410-214-12 for description and
ing of the engine lubrication system.

Engine Oil Pan

Removal and Installation.

- 1) Drain the lubricant from the oil pan.
- 2) Remove the crankcase guard.
- 3) Remove oil line ((1), fig. 3-143).
- 4) Remove oil gage tube assembly ((2),
-144).
- 5) Support oil pan front section (3) and
ve the bolts that secure it to the oil pan rear
on (1).
- 6) Remove the bolts which secure the oil
front section to the cylinder block and tim-
ear housing.
- 7) Remove the oil pan front section (ap-
weight 150 lb).
- 8) Remove the bolts that secure the oil pan
section to cylinder block and flywheel hous-

Caution: Remove the oil pan rear section
ully to prevent damage to the gasket be-
the pan and flywheel housing. A thin piece
im stock can be used to separate the gasket
the oil pan.

- (9) Install in the reverse order of removal.

3-35. Oil Pressure Regulating Valve

a. General. The oil pump contains a pressure
regulating valve which is not adjustable. The lu-
bricating oil pressure is regulated by pressure of
the spring ((2), fig. 3-145) against the plunger
(3). The cover (1) holds the spring and plunger
in the pump body.

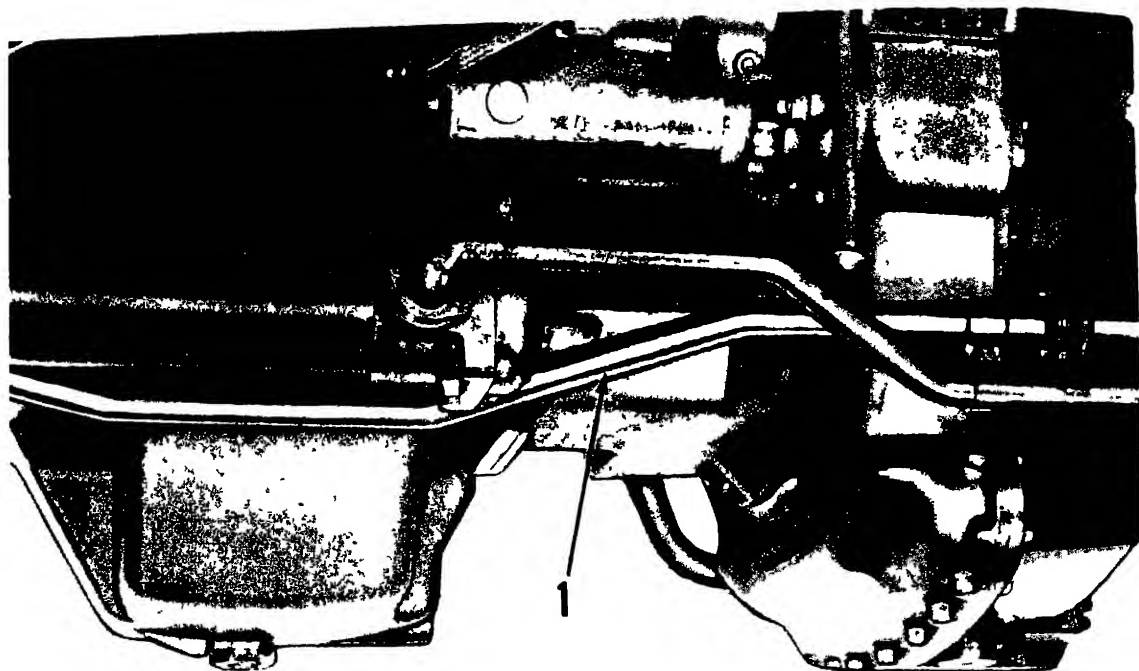
Caution: When the engine is warm and run-
ning at rated engine speed, the indicator on the
lubricating oil pressure gage should register in the
Operating Range. A lower pressure reading is
normal at low idling speeds. If no pressure is indi-
cated, investigate at once.

b. Disassembly.

Note. The pressure regulating valve can be removed
through the inspection opening on the right side of the
engine

- (1) Remove cover (1).
- (2) Withdraw spring (2) and plunger (3)
from their housing

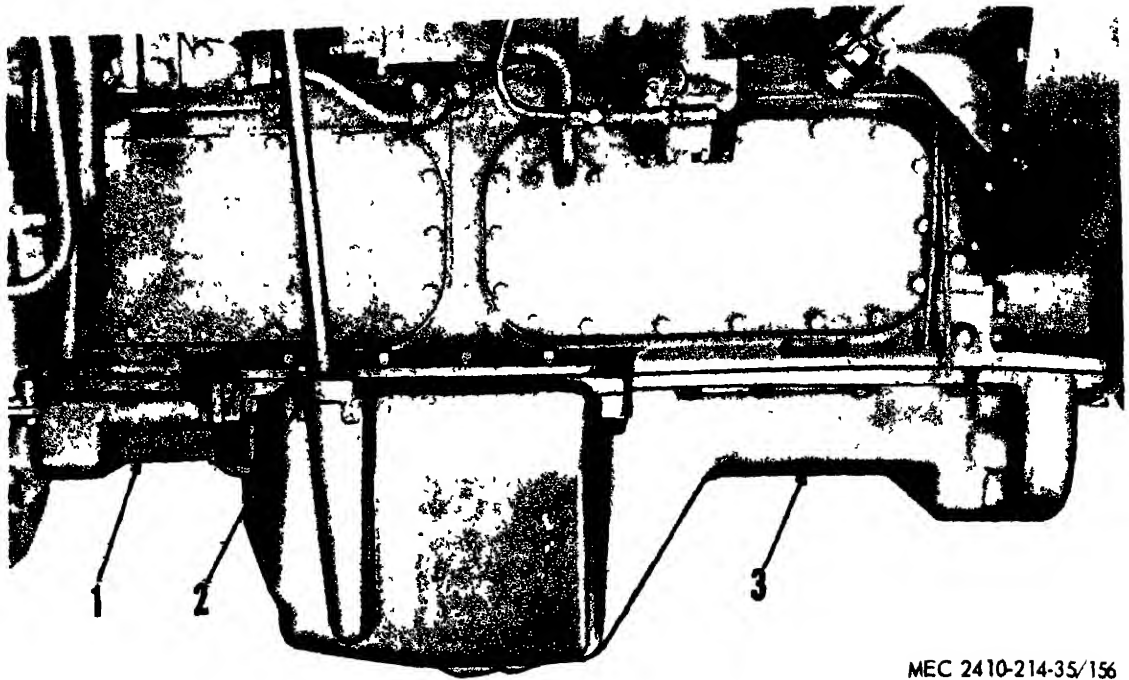
c. Cleaning Inspection, and Repair Inspect the
parts for damage or wear. Check the valve seat



MEC 2410-214-35/155

1 Oil line

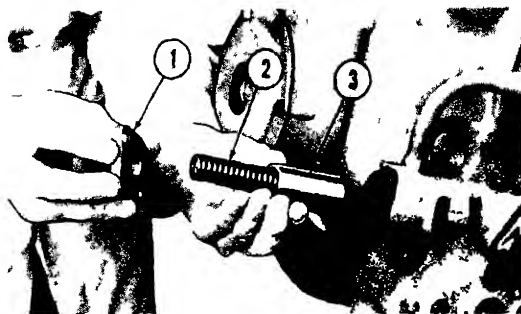
Figure 3-143 Preparing to remove oil pan.



MEC 2410-214-35/156

- | | |
|--------------------------|-------------------------|
| 1 Oil pan rear section | 3 Oil pan front section |
| 2 Oil gage tube assembly | |

Figure 3-144 Removing oil pan



MEC 2410 214 35 157

- | | |
|----------|-----------|
| 1 Cover | 3 Plunger |
| 2 Spring | |

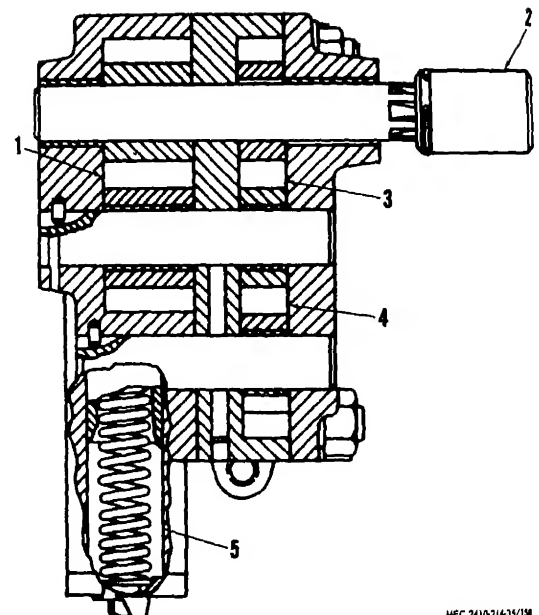
Figure 3-145. Pressure regulating valve

and contact surfaces, making certain they are clean and smooth.

d Reassembly Reassemble in the reverse order of disassembly.

3-36. Oil Pressure and Scavenging Pump

a General. The oil pump is driven by the gear-type balancer drive shaft through the coupling ((2), fig 3-146). This is a two-section, gear-type pump. The rear section (1) is the main pump, which pumps oil through the engine. The front section consists of three gears, which function as the two scavenge pumps. The top pump (3) re-

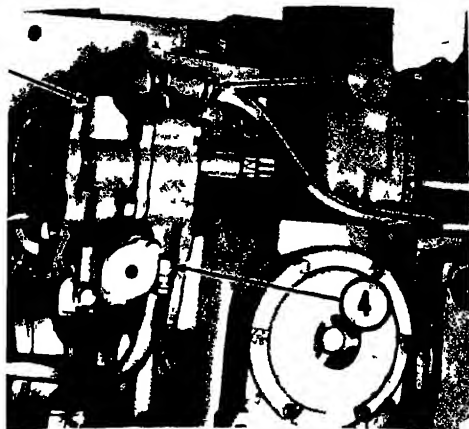


MEC 2410214-35/158

- | | |
|----------------|-----------------------------|
| 1 Rear section | 4 Bottom pump |
| 2 Coupling | 5 Pressure regulating valve |
| 3 Top pump | |

Figure 3-146. Oil pump cross-section

turns oil from the front suction bell to the main sump. The bottom pump (4) returns oil from the rear suction bell to the main sump. A nonadjustable pressure regulating valve (para 3-35) main-



MEC 2410-214-35/159

mp 3 Pump discharge tube
suction bell tube 4 Rear suction bell tube

Figure 3-147. Removing oil pump

pressure of approximately 35 pounds per inch at the gage.

Removal and Disassembly.

Refer to paragraph 3-34 and remove the

Disconnect the front suction bell tube (3-147) pump discharge tube, and rear bell tube (4)

Remove the drive shaft coupling ((3), 8) ring (2), and pump cover (1).

Remove gear ((7), fig. 3-148) gear (8), and gear (5) from the main pump body

Pull the scavenger pump drive gear (3-149) from the drive shaft assembly using a puller, step plate, flat washer (3) or 1/4-inch holes drilled to align with the holes in the gear, and two machine screws

Remove the key.

Remove the drive shaft assembly (4) from the scavenger pump body (1)

Caution: Do not press the drive shaft assembly (4) from the drive gear (2) as the key will damage the pump body.

Remove the cover ((1), fig. 3-150) and assembly (2) from the suction bell (3).

Assembly, Inspection, and Repair.

(1) Clean the screen assembly (2) and suction bell (3) in a suitable cleaning fluid, and replace the gaskets, if necessary, before assembling.

(2) Clean pump parts in an approved solvent.

(3) Inspect all gears for damage or wear and replace as required.

Note Ordinarily, oil pump gears should not have to be replaced, unless they have worn sufficiently to cause a considerable drop in oil pressure, or unless they have been damaged.

(4) Inspect the bearings in the gears, and in the body assemblies. If the bearings are worn excessively, they should be pressed out and replaced.

d. Reassembly and Installation.

(1) Reassemble and install in the reverse order of removal and disassembly.

Note Check that the shaft turns freely with no binding or drag on the gears.

(2) If the gears bind, loosen the bolts, slightly and relocate the pump bodies by tapping them lightly until the shafts turn freely. Retighten the bolts.

3-37. Oil Manifold

a General. The oil manifold is mounted in the cylinder block and receives a constant supply of oil from the oil pump. Refer to TM 5-2410-214-12 for a more complete description of the oil flow to and from the oil manifold

b Removal and Installation

(1) Remove the crankshaft (para (38))

(2) Disconnect the main bearing oil tubes ((1), fig 3-151) and rocker arm tubes (4) from the oil manifold (3).

(3) Remove the oil filter base. Refer to TM 5-2410-214-12

(4) Remove hollow nut (6) holding the rear of the oil manifold to the cylinder block.

(5) Remove nuts (2) and (5) securing the oil manifold to the cylinder block.

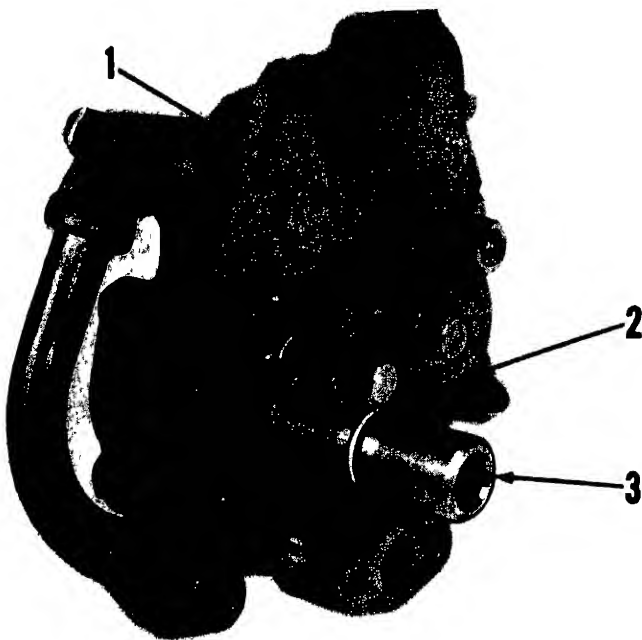
(6) Rotate the oil manifold approximately 1/4 turn so the fittings will pass through the front opening on the cylinder block.

(7) Withdraw the manifold

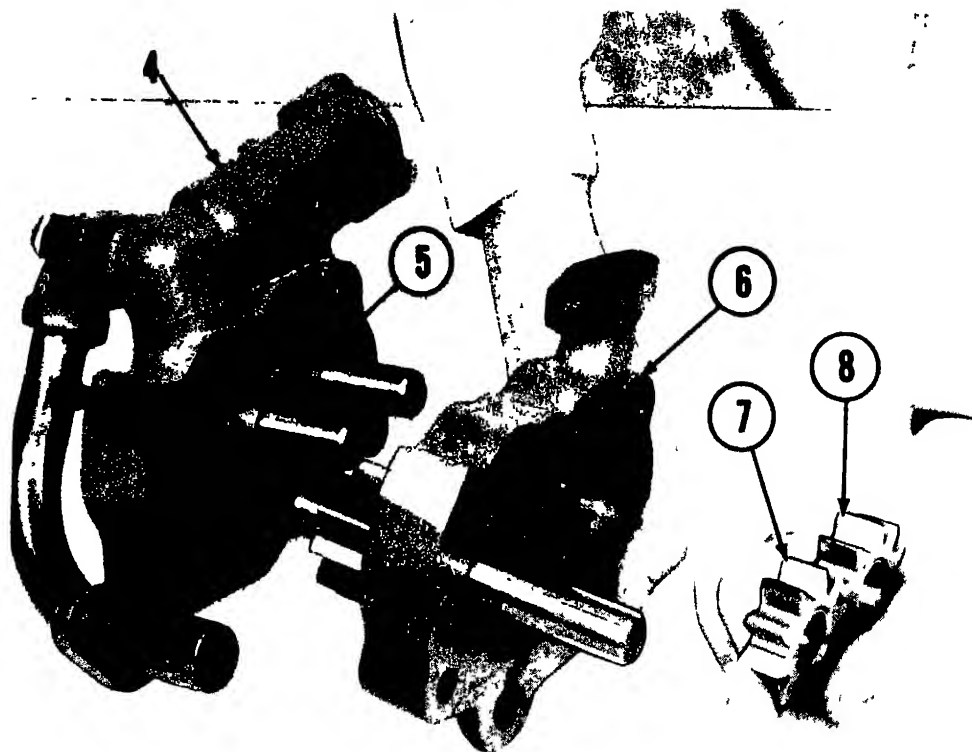
(8) Inspect seals and component parts.

(9) Install in the reverse order of removal

A



B

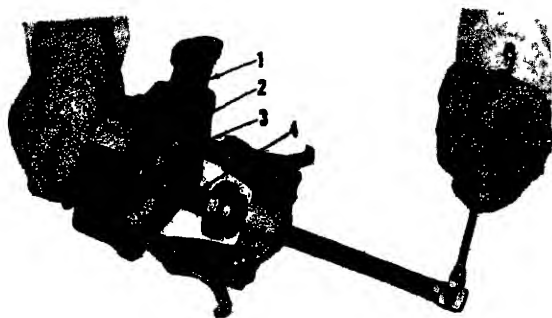


MEC 2410-214-35, 160

- 1 Pump cover
- 2 Ring
- 3 Drive shaft coupling
- 4 Main pump body
- 5 Main pump idler gear

- 6 Scavenger pump body
- 7 Scavenger pump idler gear
- 8 Scavenger pump idler gear

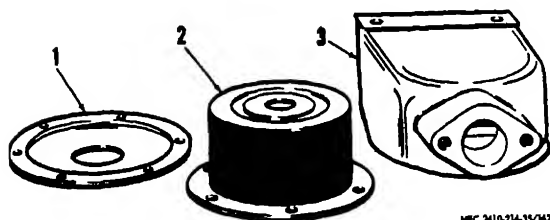
Figure 3-148. Pump disassembly.



MEC 2410-214-35/161

Scavenger pump body 3 Flat washer
Scavenger pump drive gear 4 Drive shaft assembly

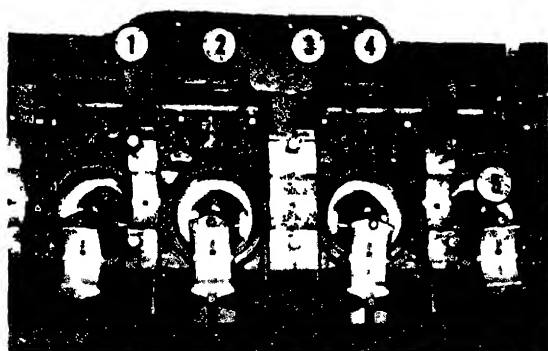
Figure 3-149. Drive shaft disassembly.



MEC 2410-214-35/162

1 Cover 3 Suction bell
2 Screen assembly

Figure 3-150 Disassembly of main suction bell.



A



MEC 2410-214-35 163

1 Tube 4 Tube
2 Nut 5 Nut
3 Manifold 6 Nut

Figure 3-151. Oil manifold removal.

Section VII. TORQUE DIVIDER AND TRANSMISSION

18. General

Power from the diesel engine is transmitted to the flywheel ((7), fig. 3-152) to the torque divider (5) where it travels through two separate shafts. An internal coupling gear on the engine flywheel drives the rotating housing (12), which transfers a larger portion of the diesel engine torque through torque converter. Another coupling gear drives the sun gear (14) on a planetary gear set to mechanically transmit a lesser portion of the torque to the plant carrier (13), which is connected to the torque divider output shaft (10). Since the ring gear (6) is driven by the turbine of the torque converter, this torque is also applied to the output shaft through the planet carrier (13).

From the torque divider output shaft (10), torque is transmitted through the universal joint to the transmission input shaft (3). The transfer shift transmission consists of five sets of planetary gear systems each of which has a hydraulically actuated clutch. The power flows

through two or more of these systems to the output shaft (11) of the transmission. Three forward and three reverse speeds are available in the transmission. Selection of the desired speed and direction is accomplished by positioning spool valves in the transmission hydraulic controls, located in the upper compartment (2) of the transmission case.

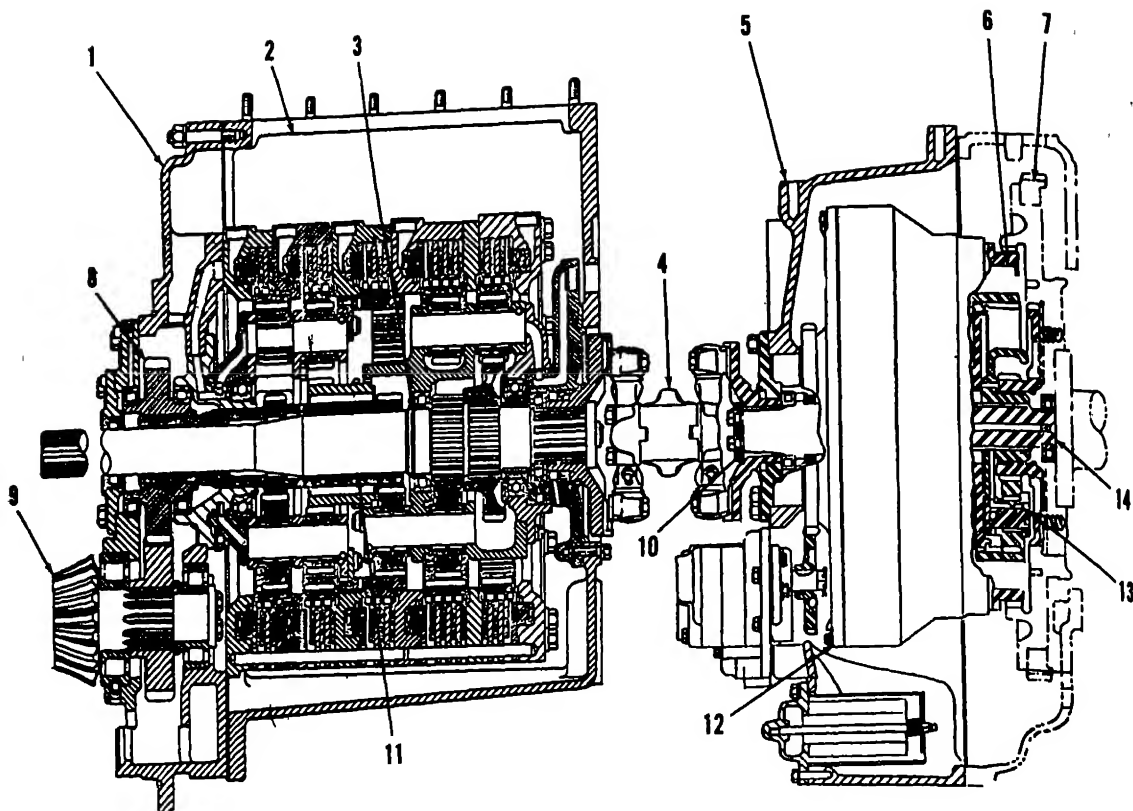
c. The transmission output shaft (11) is splined to a transfer gear (8), within the transfer case (1). This transfer gear drives the bevel pinion (9). From the bevel pinion the power is transmitted through the bevel gear, to the steering clutches, then through the final drives to the tracks.

3-39. Universal Joint

a. Removal.

(1) Remove the floor plates and the brake pedals and support.

(2) Remove oil supply line ((1), fig. 3-153) and oil pressure line (2).



MEC 2410-214-35/164

- 1 Transfer case
- 2 Upper compartment of transmission case
- 3 Transmission input shaft
- 4 Universal joint
- 5 Torque divider
- 6 Ring gear
- 7 Flywheel

- 8 Transfer gear
- 9 Bevel pinion
- 10 Torque divider output shaft
- 11 Transmission output shaft
- 12 Rotating housing
- 13 Planet carrier
- 14 Sun gear

Figure 3-152. Power flow

(3) Rotate the universal joint as necessary and remove the bolts (4) securing the bearing caps (3) to the transmission input shaft flange (6) and torque divider output shaft flange (5).

(4) Pry the universal joint bearing caps loose from each flange and remove the universal joint

Note Do not cut the small metal straps securing the bearing caps to the spider. If they are cut or missing, temporarily fasten the bearing caps to the universal joint to prevent them from sliding off or dirt entering the bearings.

(5) Install the universal joint in the reverse order of removal.

b Disassembly (fig. 3-154)

(1) Remove the bolts which secure the bearings to the center plate

(2) Remove the strap (4) from both of the bearings (1) with a small chisel.

Note The small straps connecting the bearing caps on each of the spider and bearing assemblies prevent the bearing caps from falling off the spider during installation and removal from the tractor. These straps should not be welded to the bearing caps after the unit has been assembled.

(3) Remove the bearing (1), seal (2) and retainer (3) from the spider (5).

c Cleaning and Inspection

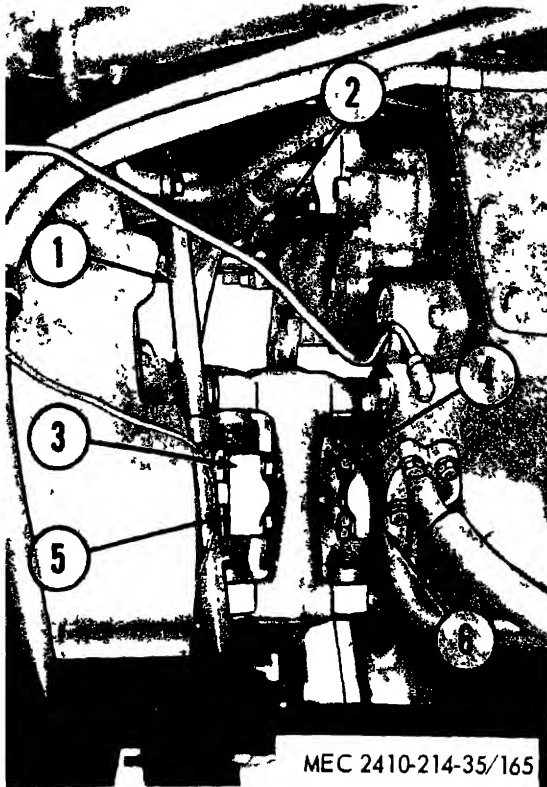
(1) Inspect the spider journal bearing surfaces for roughness or needle bearing grooves.

(2) Carefully inspect each bearing for wear and for broken or missing needle bearings.

(3) Replace the spider and bearing assembly if either the spider or the bearings show excessive wear.

(4) Light brineling of the spider bearing area is not harmful.

d. Reassembly and Installation. Reassemble the universal joint in the reverse order of disassembly.



- 1 Oil supply line
- 2 Oil pressure line
- 3 Bearing cap
- 4 Bolt
- 5 Torque divider output shaft flange
- 6 Transmission input shaft flange

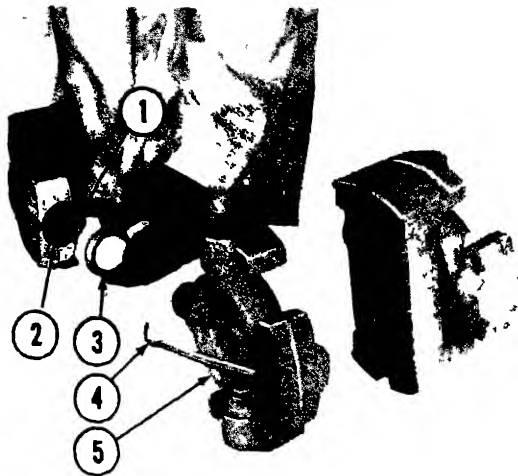
Figure 3-153 Preparing to remove universal joint

10. Torque Divider

General (fig 3-155). The torque divider is mounted in the torque divider housing (1). It fits into the diesel engine flywheel (3) and is supported in the housing (1) by a bearing mounted in a carrier (11).

Operation

(1) The torque divider is driven by the diesel engine through a rotating housing ((2), fig 3-156) and sun gear (6) to direct the torque output of the engine through two separate paths. Part of the torque is transmitted by the rotating housing (2) and impeller (5) through a medium pressure oil to the stator or reactionary member (14) which directs the oil to rotate the turbine (8). Since the turbine is splined to the same hub as the ring gear (4), the torque is transferred through the planet carrier (10) to the output shaft (9). A lesser amount of torque is transmitted from the engine flywheel (3) through the sun gear (6) and planet carrier (10) to the output shaft (9).



- 1 Bearing
- 2 Seal
- 3 Retainer
- 4 Strap
- 5 Spider

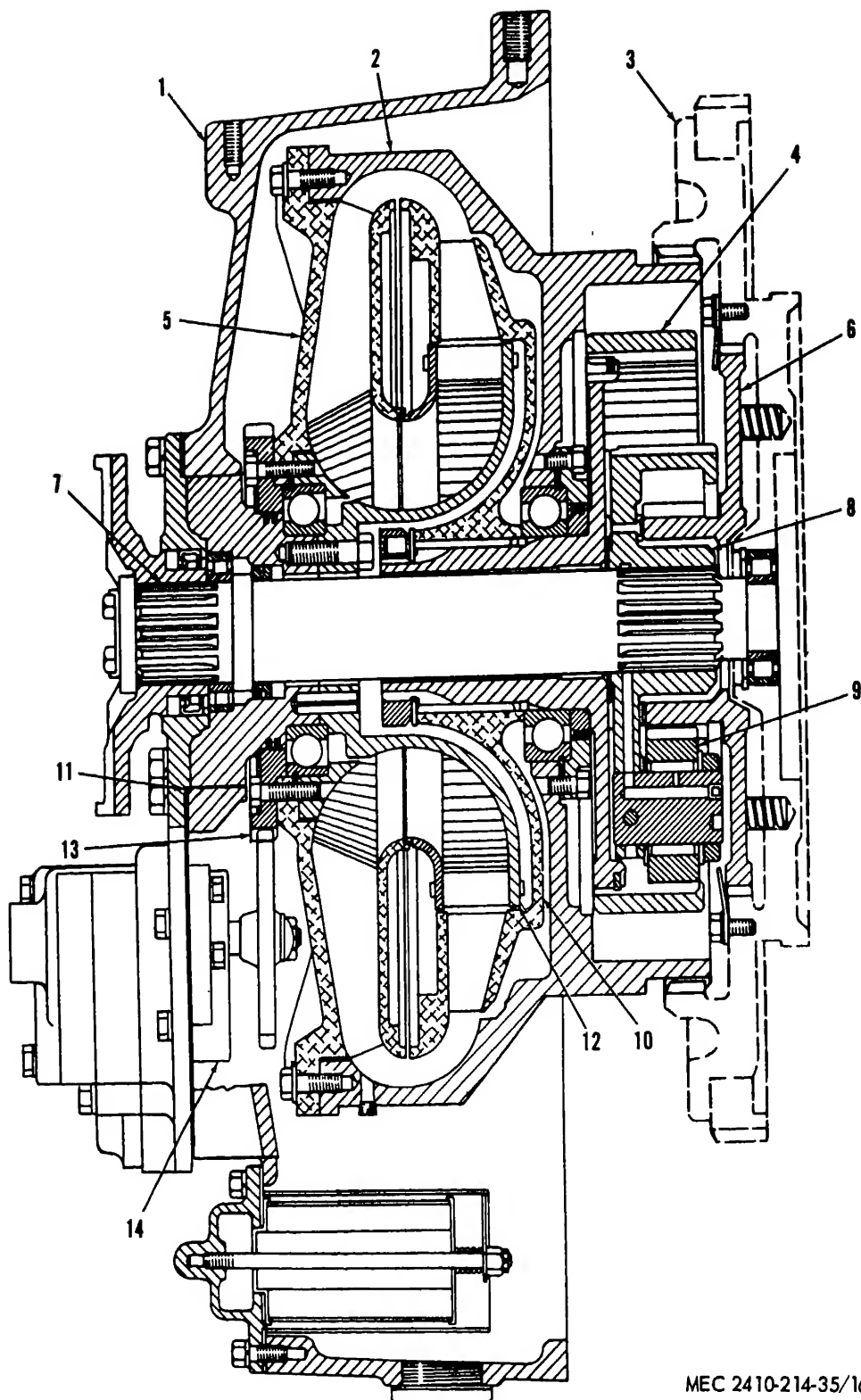
Figure 3-154 Universal joint disassembly

(2) The planetary system is composed of sun gear (6) that turns with the diesel engine flywheel (3), a planet carrier (10) which is splined to the output shaft (9) and supports the planet gears (12) that mesh with the ring gear (4).

(3) The major components of the torque converter are the rotating housing (2), impeller (5), turbine (8), and stator (14).

(4) Oil for operation of the torque converter is supplied by the transmission and steering clutch control oil pump and enters the housing (1), passes through the inlet port (11) in the carrier (13) to the torque converter. The pressure of this oil is held to 40-44 psi at stall speed by a torque converter outlet relief valve. Refer to paragraph 3-48 for the correct testing and adjusting procedure. Oil leaves the torque converter through outlet port (7) in the carrier. From here it flows through the oil cooler and returns to the transmission lubrication system.

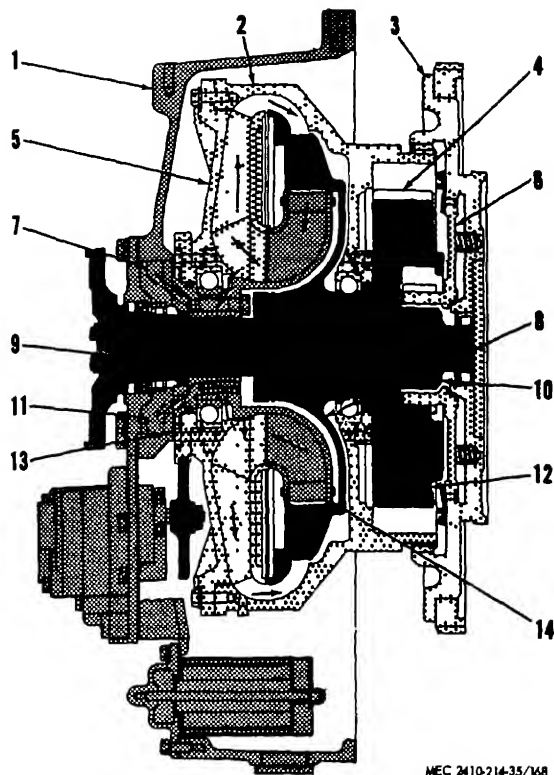
(5) The energy imparted by the impeller (5) transmits torque to the turbine (8) and con-



MEC 2410-214-35/167

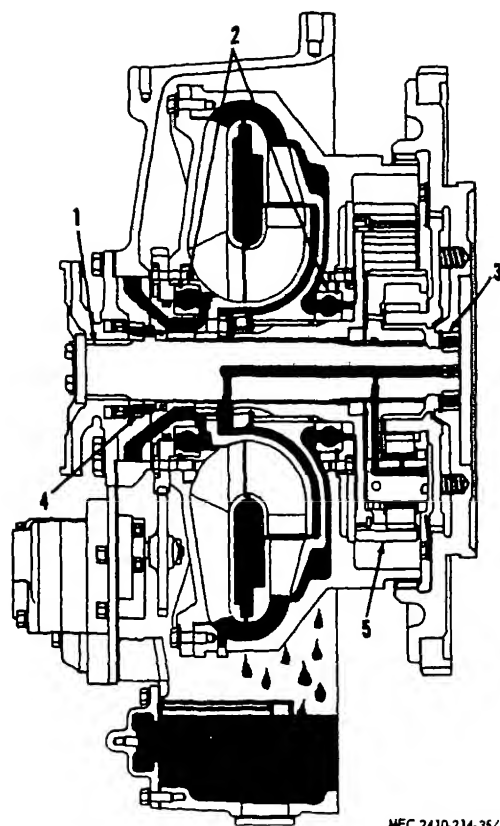
- | | |
|--------------------------|--------------------------|
| 1 Torque divider housing | 8 Planet carrier |
| 2 Rotating housing | 9 Planet gear |
| 3 Diesel engine flywheel | 10 Turbine |
| 4 Ring gear | 11 Carrier |
| 5 Impeller | 12 Stator |
| 6 Sun gear | 13 Torque converter gear |
| 7 Output shaft | 14 Scavenge pump |

Figure 3-155 Torque divider.



Torque divider housing	8	Turbine
Rotating housing	9	Output shaft
Diesel engine flywheel	10	Planet carrier
Ring gear	11	Inlet port
Impeller	12	Planet gears
Sun gear	13	Carrier
Outlet port	14	Stator

Figure 3-156. Torque divider operation.



1	Output shaft	4	Output shaft rear bearing
2	Bearings	5	Planetary system
3	Pilot bearing		

Figure 3-157. Torque divider lubrication

ently the output shaft (9). Under normal operating conditions, the oil passes through the inlet port easily and quickly striking each blade at a very slight angle. When a load is encountered, the speed of the turbine is reduced, and the oil strikes the turbine blades at a sharper angle. This multiplies the torque delivered to the output shaft of the torque divider.

Lubrication (fig. 3-157).

(1) Oil for lubrication of the torque divider bearings and planetary system is furnished from the diesel engine used for operation of the torque converter. The bearings (2) are constantly running. The bearings and gears in the planetary system (5) and the pilot bearing (3) receive lubrication through drilled passages in the output shaft (1). The output shaft rear bearing (4) receives lubrication from normal oil leakage past a piston ring-type seal.

(2) Normal oil leakage past the bearings and piston ring-type seals falls to the bottom of the torque divider housing and is picked up by the scavenger pump and returned to the transmission lubricating system.

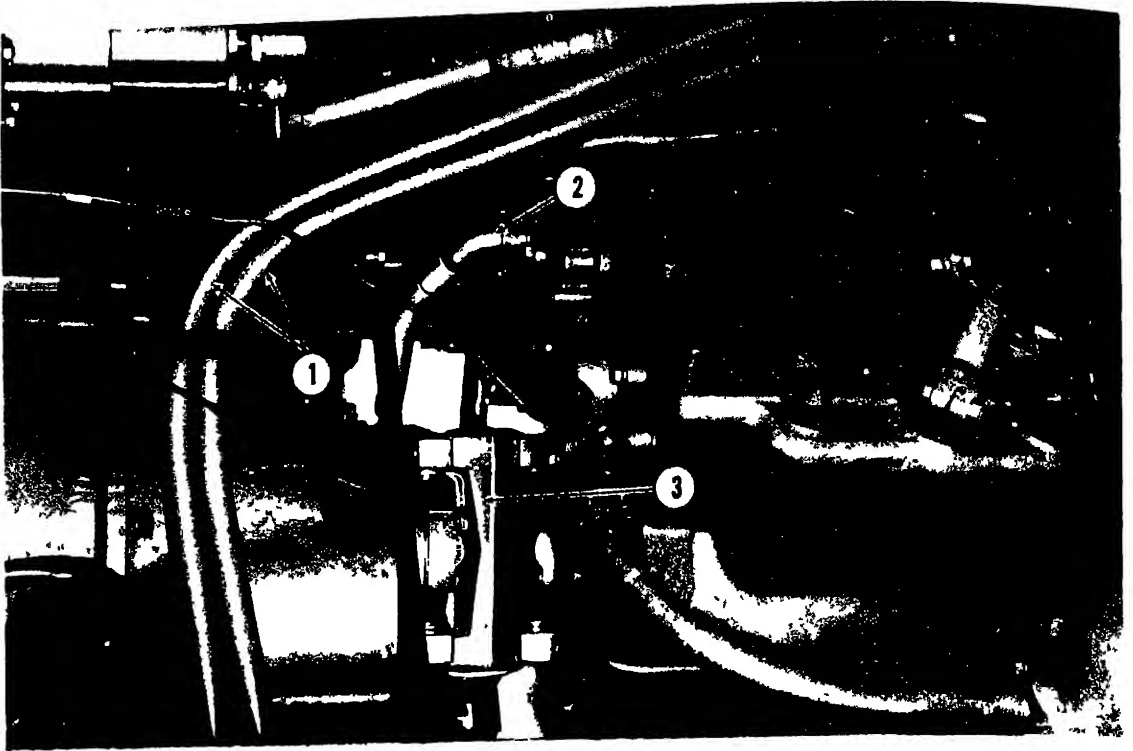
d. Torque Divider Reconditioning

(1) To obtain maximum service, cleanliness must be the rule. Be careful to avoid introducing dirt into the torque divider or the fluid system when reconditioning and filling the fluid system.

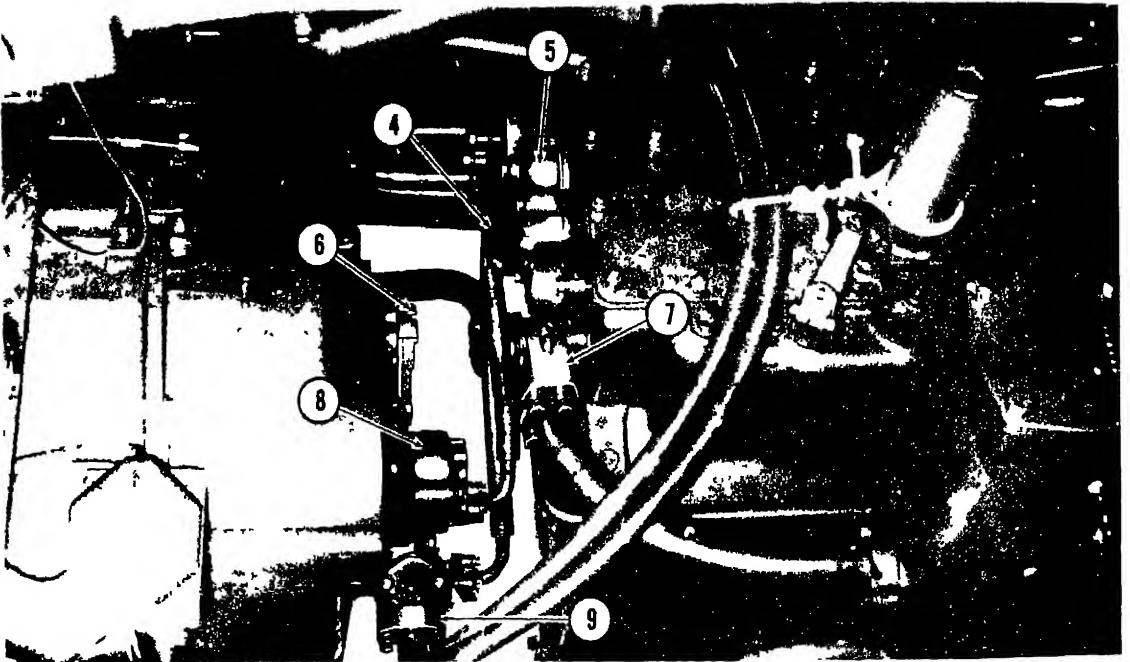
(2) Protect all internal parts of the torque divider during reconditioning to avoid bumping, burring, scratching, or damaging.

(3) Oil all parts before installation and be sure there is oil in the bevel gear sump before starting the diesel engine. Run the diesel engine at one half engine speed for several minutes before putting the machine to work.

Caution: Whenever a torque converter fails, the entire torque converter fluid system must be cleaned thoroughly to remove all metal chips and particles before the converter is returned to operation. All lines, including those to the gauges, should be removed and cleaned. It is essential that the torque converter cooler be absolutely clean. Failure to take these precautions will probably result in a recurrent failure. Any foreign material left in the torque converter fluid



A



B

MEC 2410-214 35 170

- | | |
|---|--------------------------------------|
| 1 Hydraulic lines | 6 Output flange |
| 2 Oil line | 7 Junction block |
| 3 Universal joint | 8 Scavenge pump |
| 4 Transmission lubrication junction block | 9 Torque divider outlet relief valve |
| 5 Torque divider inlet relief valve | |

Figure 3-158 Preparing to remove torque divider

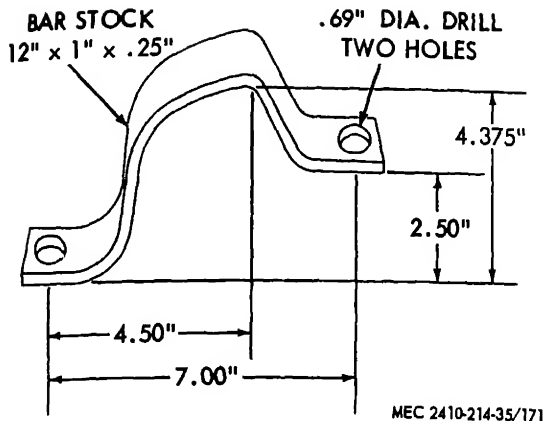


Figure 3-159. Lifting bracket.

Removal and Installation.

(1) Drain the oil from the transmission and torque divider.

(2) Remove the floor plates, seat, fuel tank, levers, and brake pedals together with the brake pedal support.

(3) Remove the universal joint para 3-39.

(4) Remove oil line ((2), fig. 3-158) and fuel lines (1) as shown

(5) Remove output flange (6), scavenge pump (8) and outlet relief valve (9) from torque divider and inlet relief valve (5), junction block (4) and junction block (7) from transmission.

Note. A lifting bracket as shown can be fabricated to facilitate removal of the torque divider.

(6) Install the lifting bracket (fig. 3-159) using two $\frac{5}{8}$ -inch-11 (NC) bolts, and attach a suitable hoist to support the weight of the torque divider.

system will be circulated through the transmission lubrication valve and into the transmission lubricant circuit.

Note. The torque divider unit weighs approximately 550 pounds.

(7) Remove the nuts and lock washers securing the torque divider to the flywheel housing.

(8) Install $\frac{1}{2}$ -inch-13 (NC) forcing screws in the tapped holes provided to facilitate separating the torque divider housing from the bore of the flywheel housing.

(9) Remove the torque divider as shown in figure 3-160

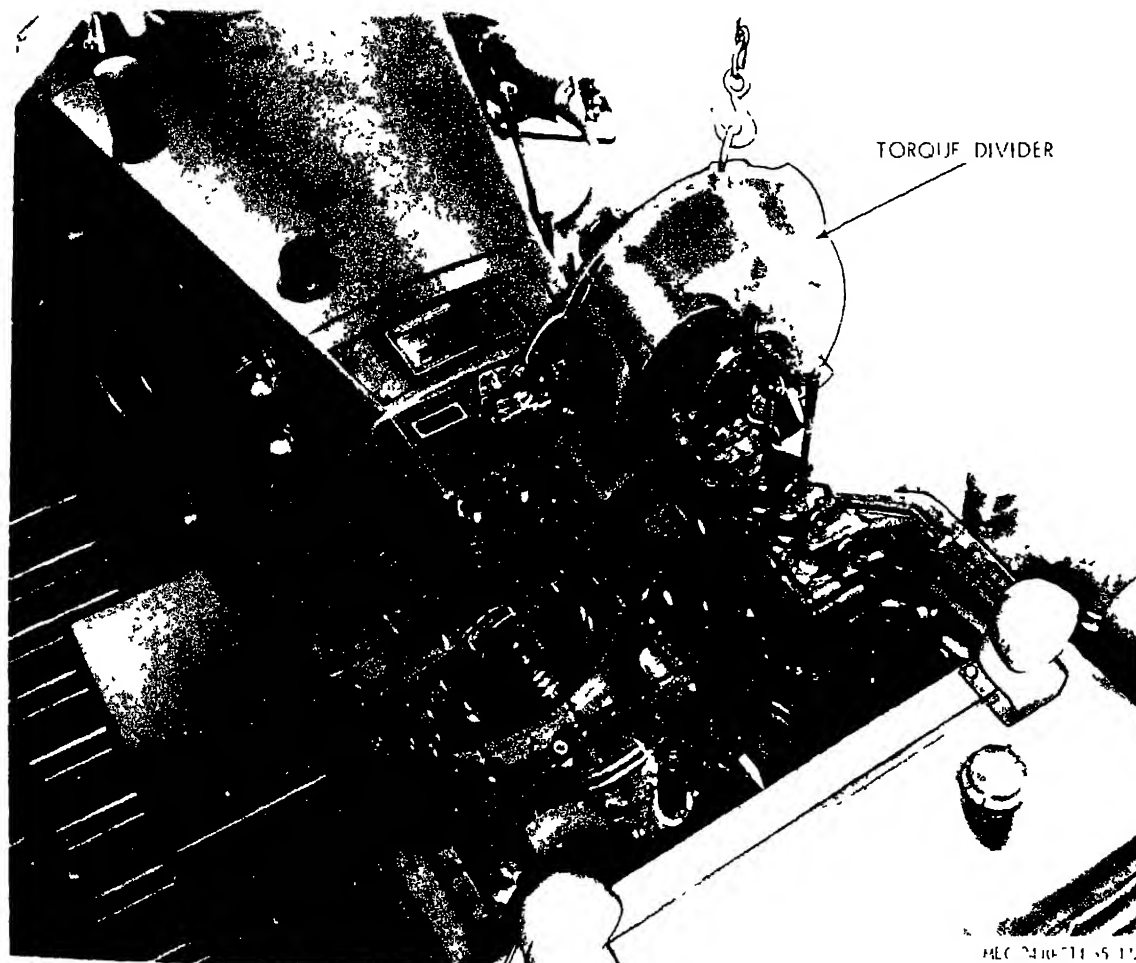
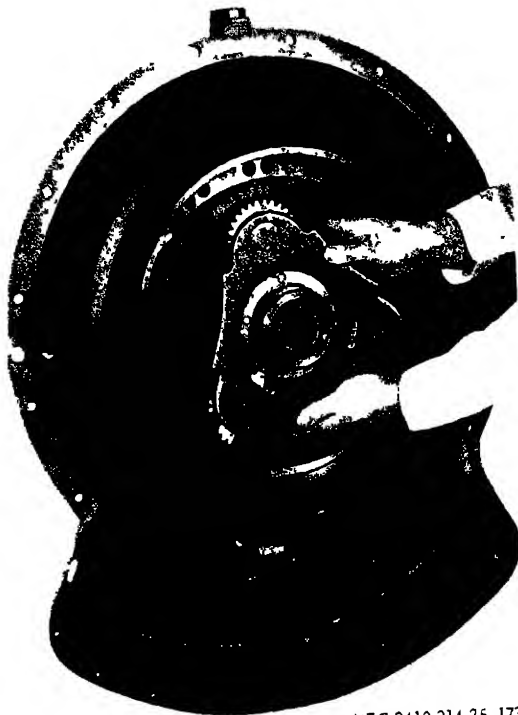


Figure 3-160. Removing torque divider.



MEC 2410-214-35 173

Figure 3-161. Removing planet carrier.

Warning: Secure the planet carrier to the torque divider housing with a wire as shown to prevent possible serious personal injury as a result of the carrier sliding out of location and falling from the torque divider output shaft.

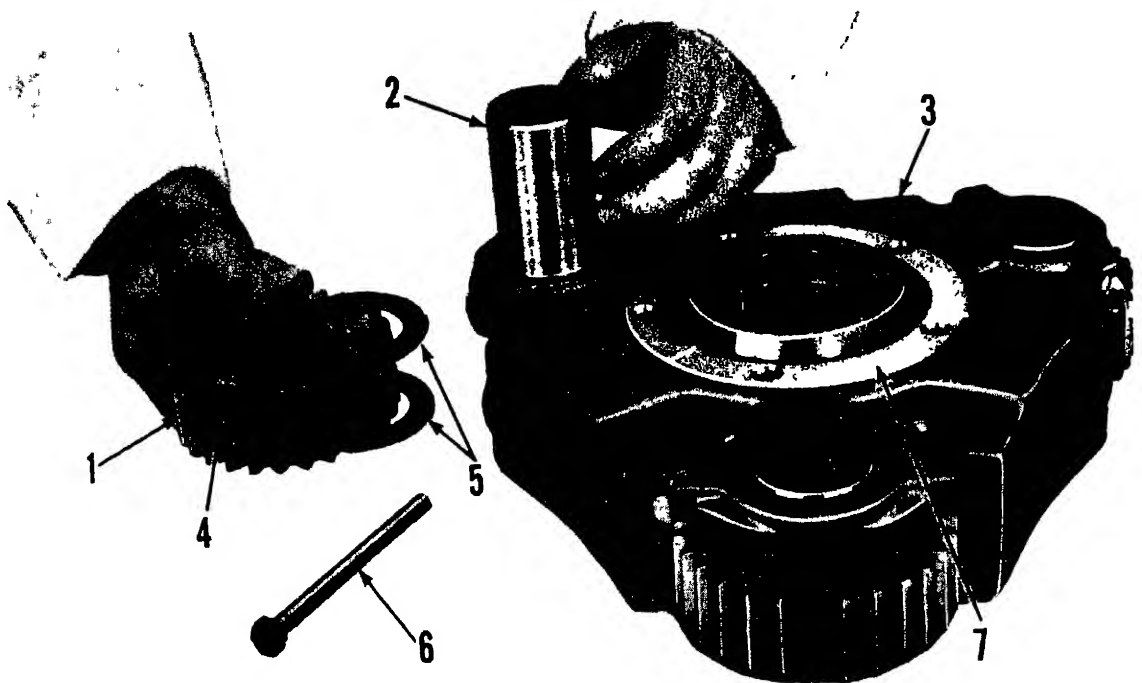
Note. To facilitate installation of the torque divider, remove three studs from the flywheel housing, two at the top and one at the bottom and install three $\frac{1}{2}$ -inch-13 (NC) guide pins. As the torque divider is moved slowly and evenly into position, check for ring gear and sun gear and sun gear alignment. Gear alignment can be accomplished by either rotating the torque divider output flange, or by reaching through the opening for the transmission oil pump and rotating the torque converter impeller. Do not force the torque divider into position.

(10) Complete the installation in the reverse order or removal.

Caution: Install the universal joint before starting the diesel engine to prevent hydraulic pressure from forcing the torque divider output shaft to the rear and causing a rapid loss of oil.

f. Torque Divider Disassembly and Assembly

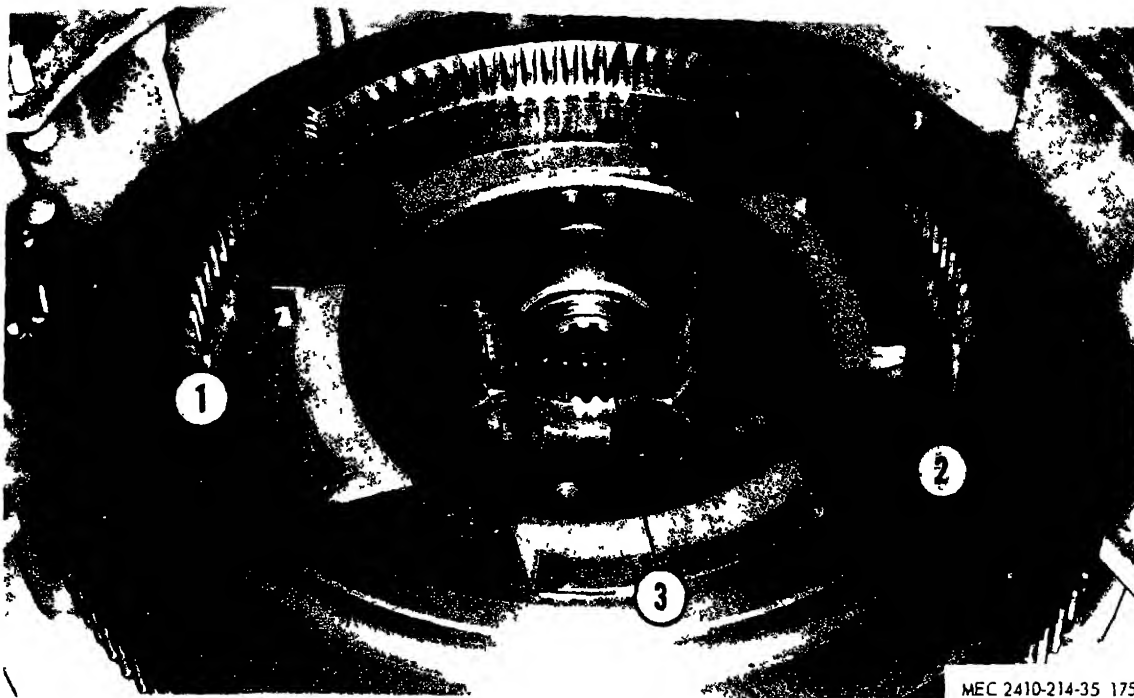
(1) Planet carrier, sun gear and pilot bearing.



MEC 2410-214-35 174

- | | |
|----------------------------|-----------------|
| 1 Planet gears (3) | 5 Washers (6) |
| 2 Planet gear shafts (3) | 6 Bolts (3) |
| 3 Planet carrier | 7 Thrust washer |
| 4 Planet gear bearings (3) | |

Figure 3-162 Planet carrier disassembly

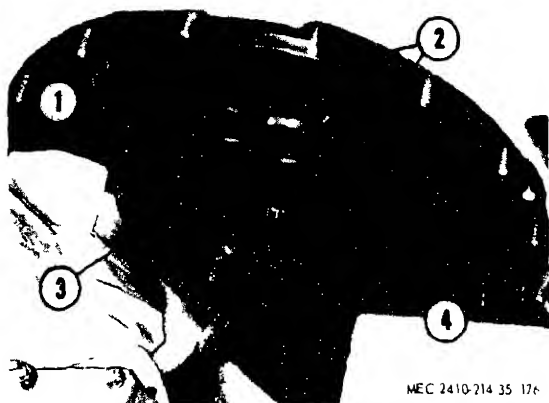


1 Bolts and locks

2 Retainers

3 Sun gear

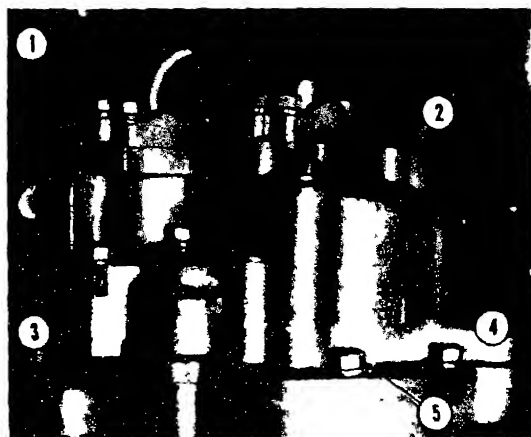
Figure 3-163. Preparing to remove sun gear.



1 Sun gear
2 Springs (4)

3 Retainer ring
4 Pilot bearing

Figure 3-164 Removing sun gear



1 Oil line
2 Oil line
3 Oil line

4 Scavenge pump
5 Bolts

Figure 3-165 Scavenge pump removal.

(a) Remove the torque divider (e above).

(b) Remove the wire used to prevent the net carrier from sliding out during removal of torque divider.

(c) Remove the planet carrier (fig 3-161) from the torque divider.

(d) Remove the planet gears ((1), (fig. 162) shafts (2), washers (5), and bolts (6).

(e) Inspect the bearings (4) in each planet gear (1) and replace them if worn or damaged

(f) Install the planet gear (1) into carrier (3) with a washer (5) on each side of the gear. Secure the shaft (2) in the carrier with the bolt (6). Tighten the nut on the bolt securely and bend the lock into place against the nut

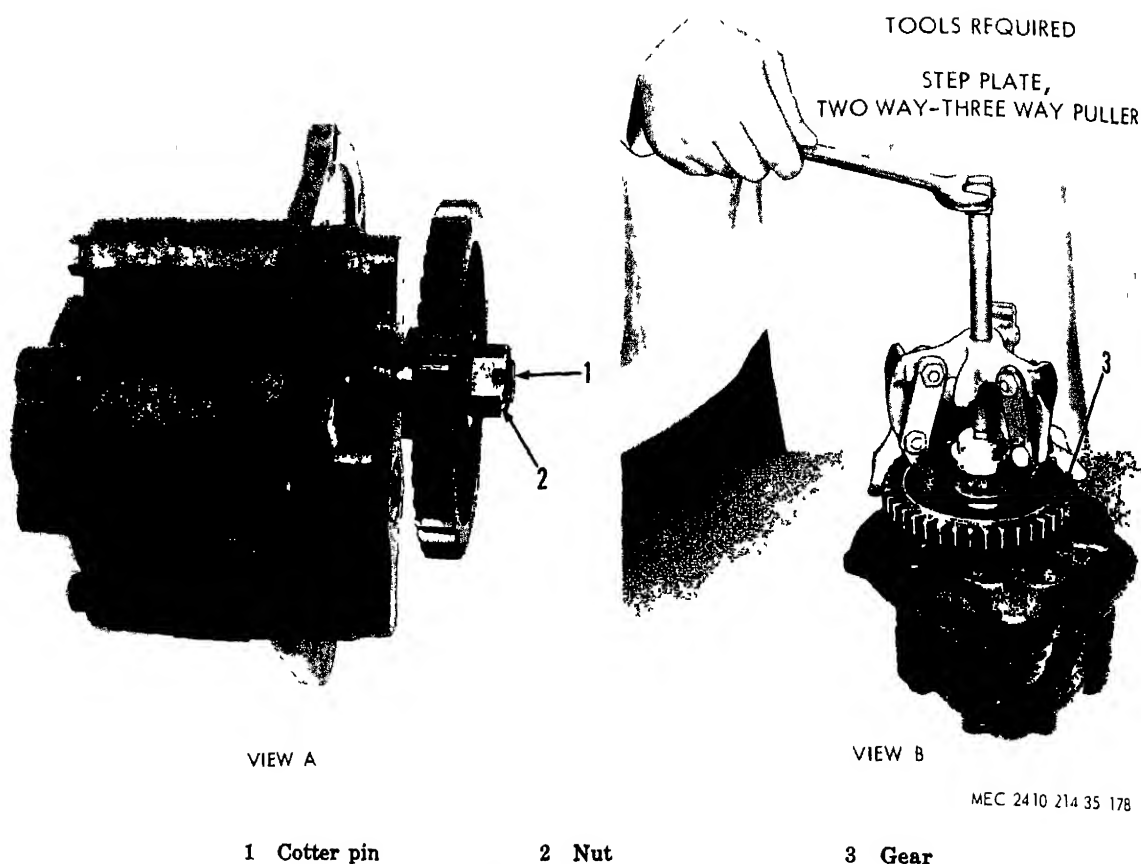


Figure 3-166 Gear removal view

Note Install bolts (6) with all nuts either clockwise or counterclockwise to maintain balance.

(g) Remove bolts and locks ((1), fig. 3-163 and retainers (2).

(h) Inspect the thrust washer ((1), fig. 3-162) on either side of carrier (3) and replace them if worn or damaged. Use new rivets when installing new thrust washers.

(i) Remove the sun gear ((1), fig. 3-164).

(j) The springs (2), can be removed for inspection or replacement.

(k) Inspect the pilot bearing (4) for wear or damage

(l) The pilot bearing can be removed, if necessary, after removing the retainer ring (3)

(m) Chill the pilot bearing (4) to facilitate installation.

(n) Install the sun gear (1) in the reverse order of removal making certain the springs (2) are in place and that locks on the flywheel bolts are bent so there is no interference with the gear.

(2) *Scavenge pump removal and installation* The scavenge pump is a two section pump and must be removed from the bottom of the tractor

(a) Remove the guard from beneath the torque divider.

(b) Disconnect oil lines ((1), fig. 3-165 (2) and (3).

(c) Remove mounting bolts (5) and remove scavenge pump (4) from torque divider.

(d) Replace gaskets and seals before installation.

(3) *Scavenge pump disassembly and assembly.*

(a) Remove cotter pin ((1), fig. 3-166) and nut (2).

(b) Invert nut and install flush with shaft threads to make a flat surface.

(c) Pull gear (3) as shown.

(d) Remove woodruff key ((1, fig 3-167) and bolts (2).

(e) Remove end cover (3) and inspect preformed packing (4).

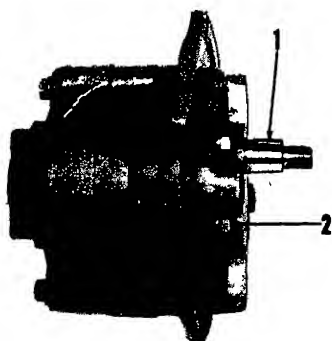
(f) Remove gears (5) and (6) and spacer (7).

(g) Remove woodruff key (9).

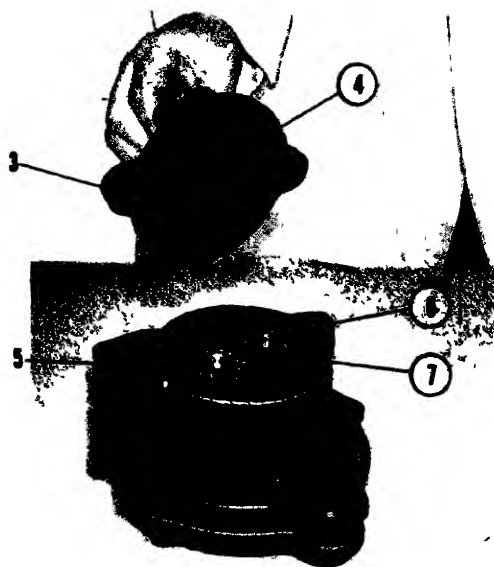
(h) Remove spacer (10 and inspect preformed packings (8), (11) and (12).

(i) Replace bearings (13) if necessary.

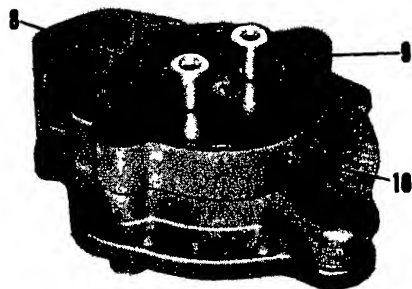
(j) Remove gears (14) and (15).



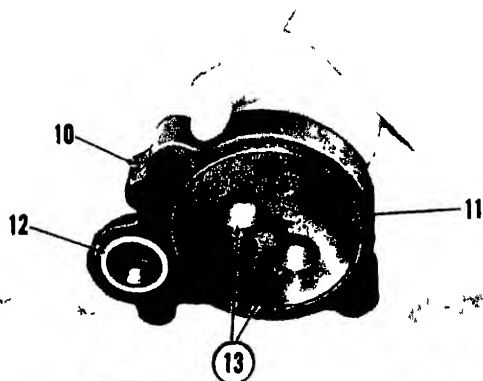
A



B



C



D



E

- 1 Woodruff key
- 2 Bolt
- 3 End cover
- 4 Packing
- 5 Gear
- 6 Gear
- 7 Spacer

- 8 Packing
- 9 Woodruff key
- 10 Spacer
- 11 Packing
- 12 Packing
- 13 Bearing
- 14 Gear

- 15 Gear
- 16 Manifold
- 17 End cover
- 18 Packing
- 19 Bearing

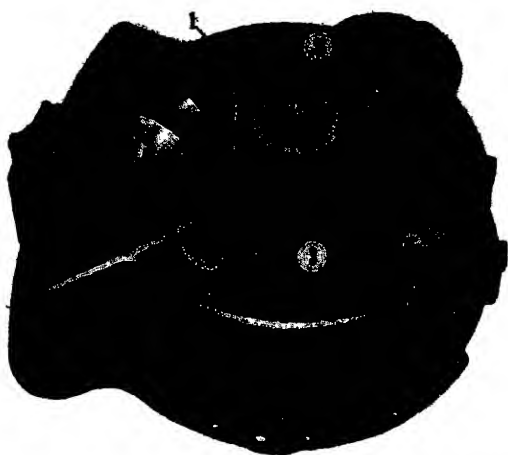
MEC 2410 214 35 177

Figure 3-167. Pump disassembly.



MEC 2410-214-35 180

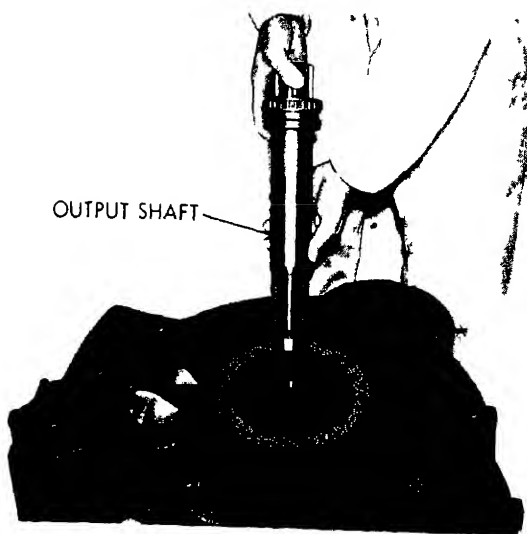
Figure 3-168. Preparing to remove rear seal.



MEC 2410-214-35 181

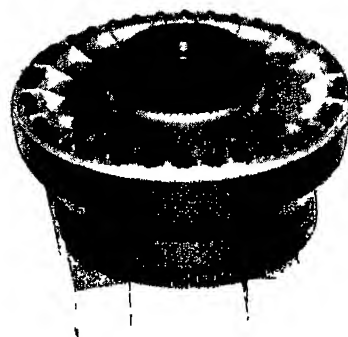
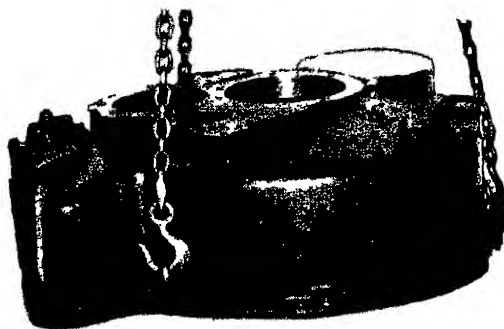
- | | |
|------------------|-------------|
| 1 End plate | 3 Rear seal |
| 2 Forcing screws | |

Figure 3-169 Rear seal removal.



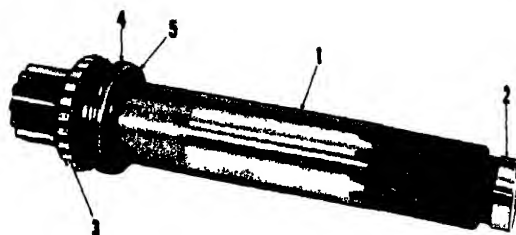
MEC 2410 214-35 182

Figure 3-170. Preparing to remove torque divider housing.



MEC 2410-214 35 183

Figure 3-171. Removing torque divider housing.



MEC 2410-214 35 184

- | | |
|----------------|-------------------------|
| 1 Output shaft | 4 Piston ring-type seal |
| 2 Inner race | 5 Bearing |
| 3 Bearing | |

Figure 3-172. Output shaft.

(k) Remove manifold (16) and inspect preformed packing (18).

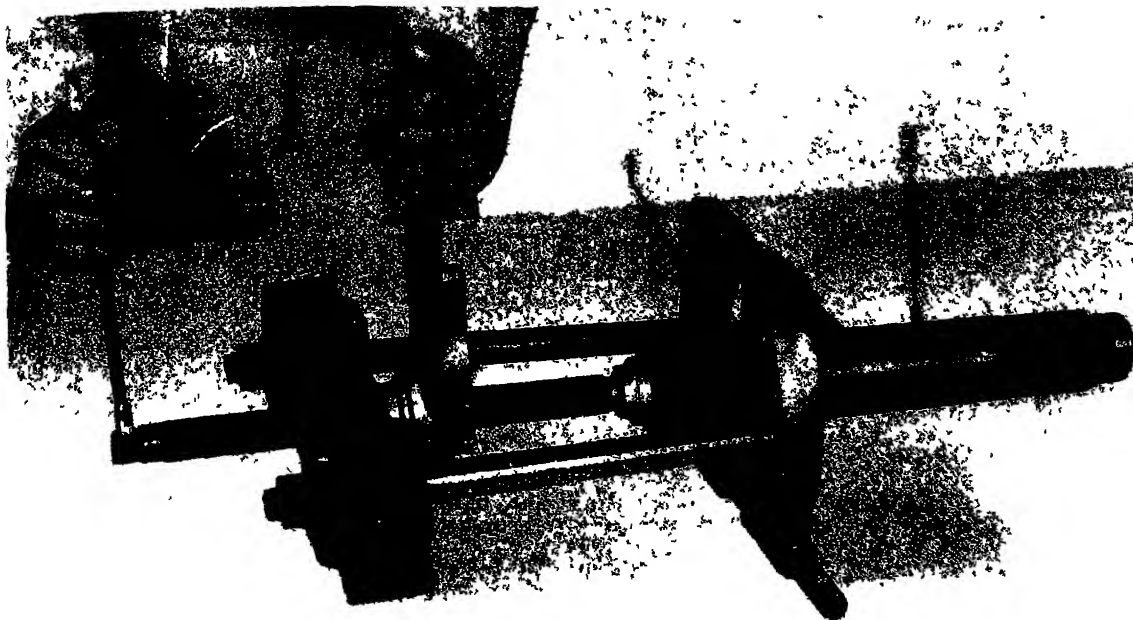
(l) Replace bearing (19) if damaged.

(m) Install in reverse order of removal replacing damaged preformed packings.

(4) *Rear seal removal and installation.* The torque divider rear seal can be serviced without removing the divider from the tractor. The torque divider is shown removed for better illustration.

(a) Remove the universal joint (para 3-39).

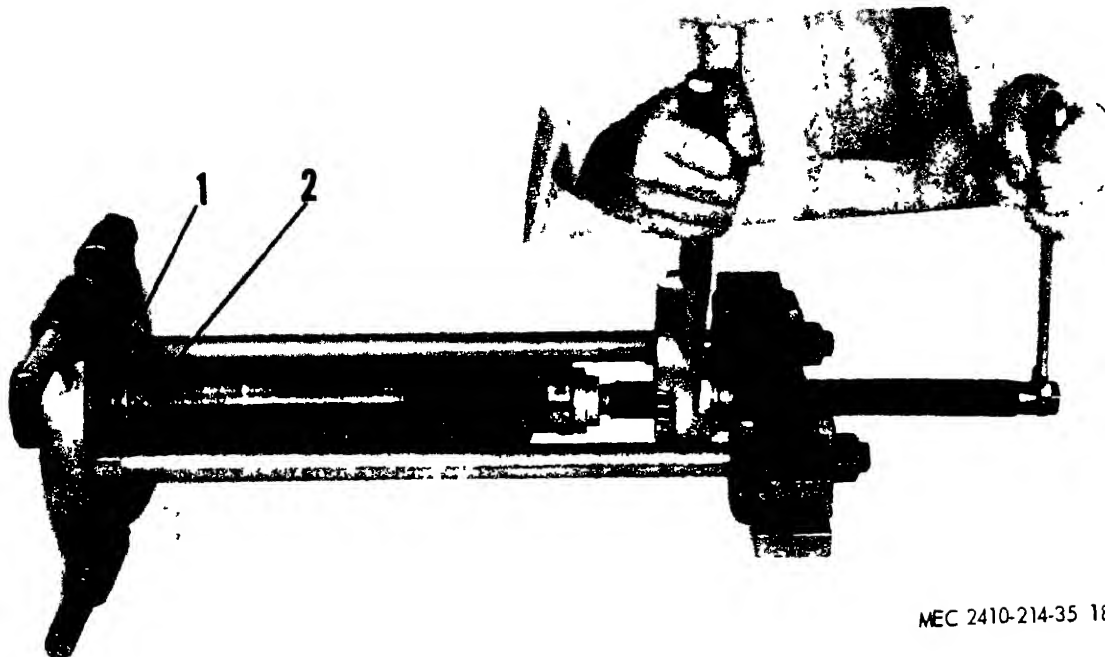
(b) Remove the output shaft flange.



MEC 2410-214-35/185

- 1 Bearing 2 Output shaft

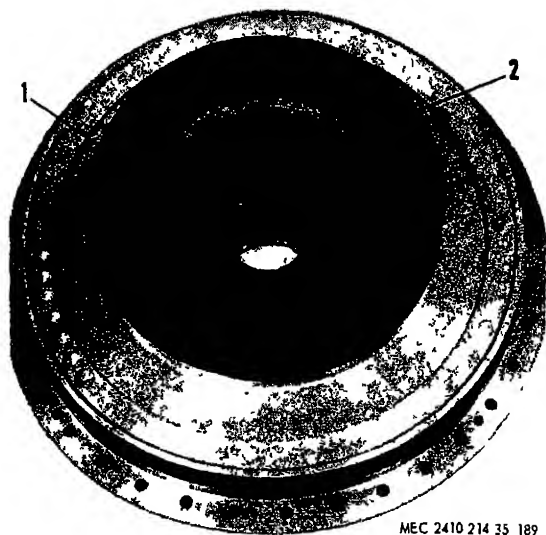
Figure 3-173. Removing bearing.



MEC 2410-214-35 186

- 1 Piston ring-type seal 2 Sleeve

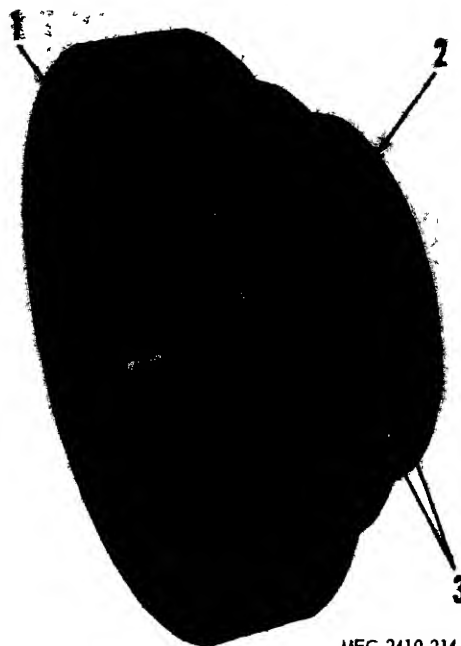
Figure 3-174 Removing sleeve



1 Bolts

2 Stator

Figure 3-177. Preparing to remove stator and carrier.



1 Bearing outer race
2 Carrier

3 Piston ring-type seals

Figure 3-179. Carrier disassembly

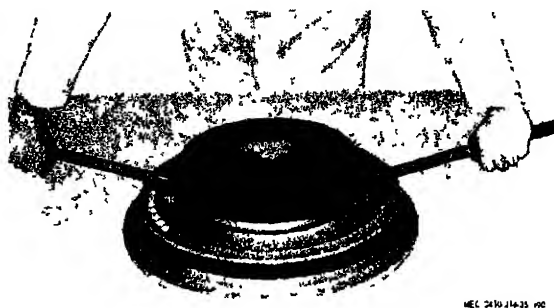


Figure 3-178. Removing stator.

(8) Stator and carrier removal and installation

(a) Remove the bolts ((1), fig. 3-177) that secure the stator (2) to the carrier.

(b) Remove the stator as shown in figure 3-178 by placing two wood blocks on the impeller and prying upward.

(c) Turn the impeller over and remove the carrier by using $\frac{3}{8}$ -inch-16 (NC) forcing screws in the tapped holes provided in the carrier.

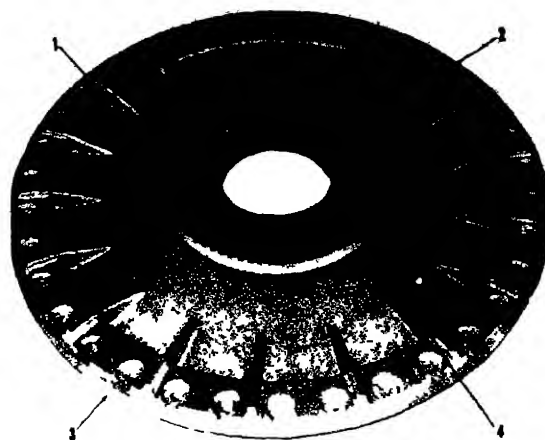
(d) The piston rings ((3), fig. 3-179) can be removed from the carrier (2) if worn or damaged.

(e) Remove the bearing outer race (1).

(f) Chill the bearing outer race (1) to facilitate installation.

(9) Impeller Disassembly.

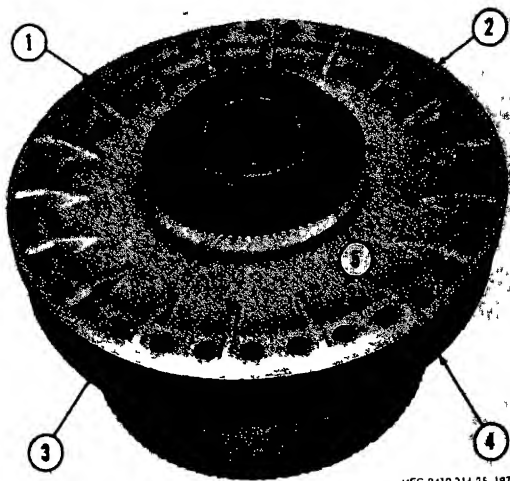
(a) Remove the bolts ((1), fig. 3-180) that secure the gear (2), bearing (4) and carrier (5) to the impeller (3).



1 Bolts
2 Gear
3 Impeller

4 Bearing
5 Carrier

Figure 3-180. Impeller disassembly.



- | | |
|---------------------|--------------------|
| 1 Bolts and washers | 4 Rotating housing |
| 2 Impeller | 5 Carrier |
| 3 Plug | |

Figure 3-175. Preparing to remove impeller.

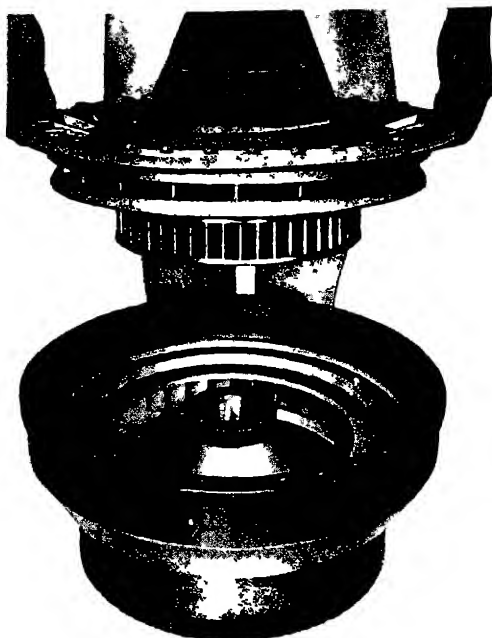


Figure 3-176 Impeller removal

Caution: If this operation is being performed with the torque divider removed from the tractor as illustrated, it is important that blocking is placed under both the torque divider housing and the rotating housing.

(c) Remove both the inner and outer circle of bolts from the end plate (fig. 3-168).

(d) Install two $\frac{3}{8}$ -inch-16 (NC) forcing screws ((2) fig. 3-169) into the tapped holes provided to facilitate removal of the end plate.

(e) Remove the seal ((3), fig. 3-1) from the end plate (1).

(f) Install the seal (3) with the lip in the torque divider.

(g) Use new gaskets, if necessary, when installing the end plate (1).

(5) *Torque divider housing removal and installation.*

(a) Lay the torque divider face down. Securely block under both the torque divider housing and rotating housing.

(b) Remove end plate.

(c) Remove the torque divider output shaft (fig. 3-170).

(d) Install two $\frac{1}{2}$ -inch-13 (NC) eyebolts and one $\frac{3}{8}$ -inch-16 (NC) eyebolt and using a hoist as illustrated in figure 3-17 lift the housing from the torque divider.

(e) Install the torque divider housing in the reverse order of removal.

(6) *Output shaft disassembly and assembly.*

(a) Inspect the condition of the inner race ((2), fig. 3-172) for the pilot bearing, replace if necessary.

Note At the time of assembly, the output shaft (1) should be installed into the torque divider prior to installation of the rear oil seal. Refer to (4) above and install the rear seal.

(b) Remove the bearing ((1), fig. 3-172) from the output shaft (2) using a puller, a bearing pulling attachment, a step plate, and a wrench.

(c) Heat the bearing (1) in oil to facilitate installation on the output shaft (2).

(d) Remove the sleeve ((2), fig. 3-173) containing the piston ring-type seal (1) using a puller, a bearing pulling attachment, a step plate, and a wrench.

(e) Installation of the sleeve (2) can be facilitated by heating it in oil.

(f) Inspect the condition of the piston ring-type seal (1), and replace if necessary.

(7) *Impeller removal and installation*

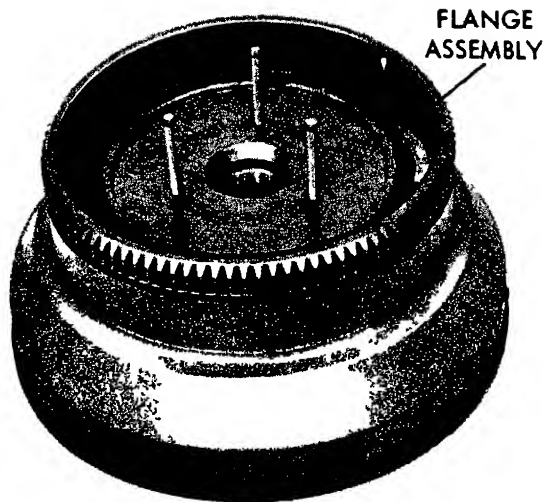
(a) Remove the plug ((3), fig. 3-175) from the rotating housing (4). Drain the oil from the rotating housing (4).

(b) Remove the bolts and washers that secure the impeller (2) to the rotating housing (4).

(c) Install $\frac{3}{8}$ -inch-16 (NC) screws into the tapped holes in the impeller. Separate the impeller from the rotating housing. Remove the impeller together with the stator carrier as illustrated in figure 3-176.

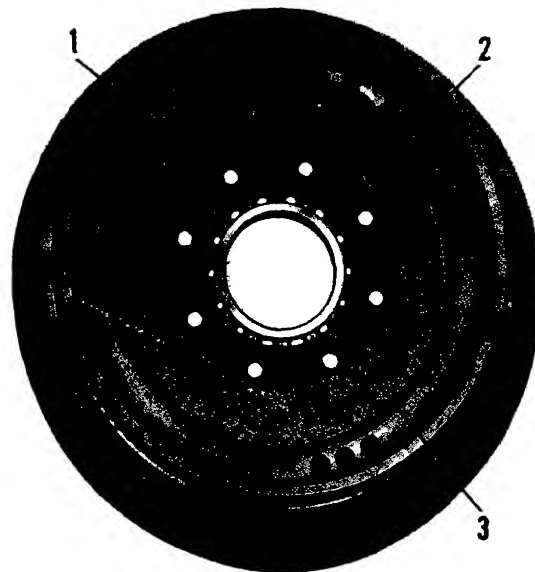
(d) Check the clearance between the torque divider and impeller ((11) below).

(e) Install the impeller in the reverse order of removal and tighten the bolts securely.



MEC 2410-214-35 195

Figure 3-183. Preparing to remove flange assembly.

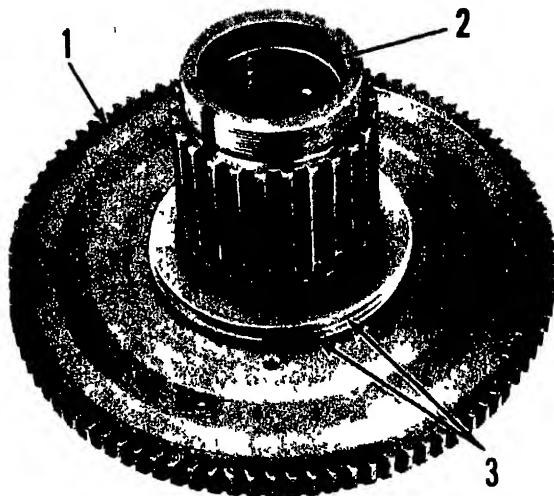


MEC 2410-214-35 197

- 1 Bolts
- 2 Retainer

- 3 Bearing

Figure 3-185. Preparing to remove retainer.



MEC 2410-214-35 196

- 1 Flange assembly
- 2 Bearings
- 3 Piston rings

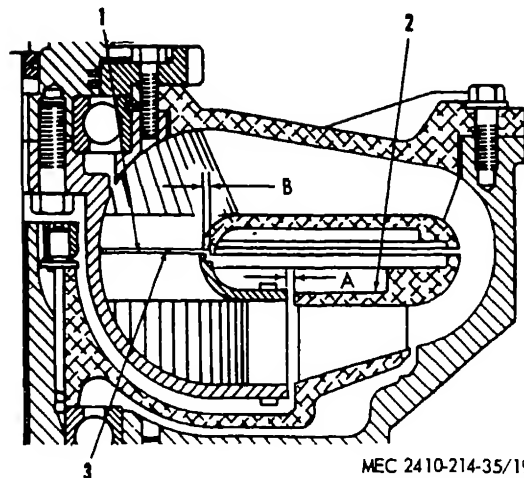
Figure 3-184. Flange assembly removed.

(7) Check the clearance between the stator and turbine. Refer to step (11) below.

(11) Checking Torque Converter Clearances (fig. 3-186).

Note To maintain efficiency of the torque converter, it is necessary that minimum wear limits between certain components be observed and used as a guide when deciding if parts should be replaced. At the time of assembly use the following procedure to check the clearances. See table 1-2 for correct running clearances

(a) Equally space steel balls ((4), fig. 3-187) between blade ends in turbine flange as illustrated.



MEC 2410-214-35/198

- 1 Stator
- 2 Turbine
- 3 Impeller

A—Dimension to be checked (clearance between stator and turbine)

B—Dimension to be checked (clearance between outside of flange on stator and inside of flange on impeller)

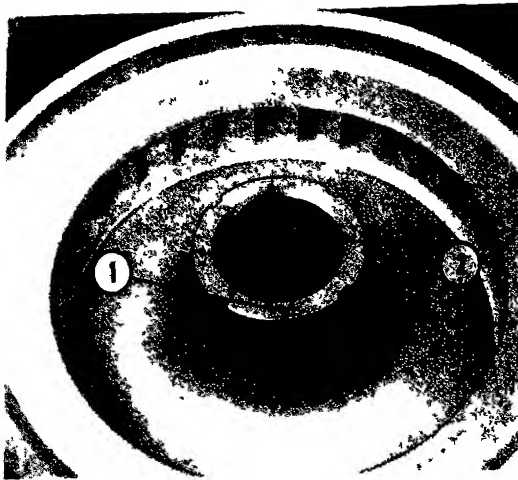
Figure 3-186 Torque converter clearances

(b) Position stator (1) in turbine (2) being careful not to move steel balls (4)

(c) Rotate stator (1) slightly until the smooth surface of the turbine is resting on steel balls (4)

(d) Clamp dial indicator to turbine (2)

(e) Move the stator (1) from side-to-side (in line with the dial indicator stem) and record the total movement reading on the dial indicator. This reading is the total diametral clearance which is twice the running clearance (A).



- 1 Lock screw
2 Retaining nut
3 Washer
4 Turbine

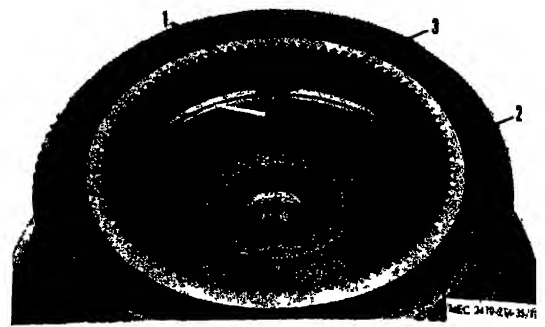
Figure 3-181 Turbine removal

(b) Use $\frac{3}{8}$ -inch-16 (NC) forcing screws in the tapped holes provided to facilitate removal of the gear (2). Remove gear (2)

(c) The bearing (4) and carrier (5) will fall free of the impeller after all the bolts have been removed

(d) Remove the bearing (4) from the carrier (5).

Note. The bearing (4) is a thrust bearing. The inner race and outer race of the bearing each have the words "thrust here" marked on one side. At the time of assembly, the side of the inner race having this inscrip-



- 1 Spring pins
2 Ring gear
3 Retaining ring

Figure 3-182. Ring gear removal.

tion should enter the carrier first and the side of outer race having this inscription should face the peller

(e) Complete the assembly in the reverse order of disassembly.

(10) *Rotating Housing Disassembly and assembly.*

(a) Place the rotating housing, turbine side up, on a flat surface as illustrated in figure 3-181.

(b) Remove the lock screw (1) from retaining nut (2)

(c) Remove the nut (2) and washer

(d) Remove the turbine (4).

Note At the time of installation, place the turbine (4) down on the splines of the flange assembly with a soft hammer, and install the washer (3) and nut (2), flange side toward the washer. Tighten the nut by hand. Observe the position of the holes provided for lock screw. One of the holes in the nut (2) should align with a hole in the washer (3). Tighten nut one hole tighter, install the lock screw (1) and in two places

(e) Invert the rotating housing so the ring gear ((2), figure 3-182) is facing upward

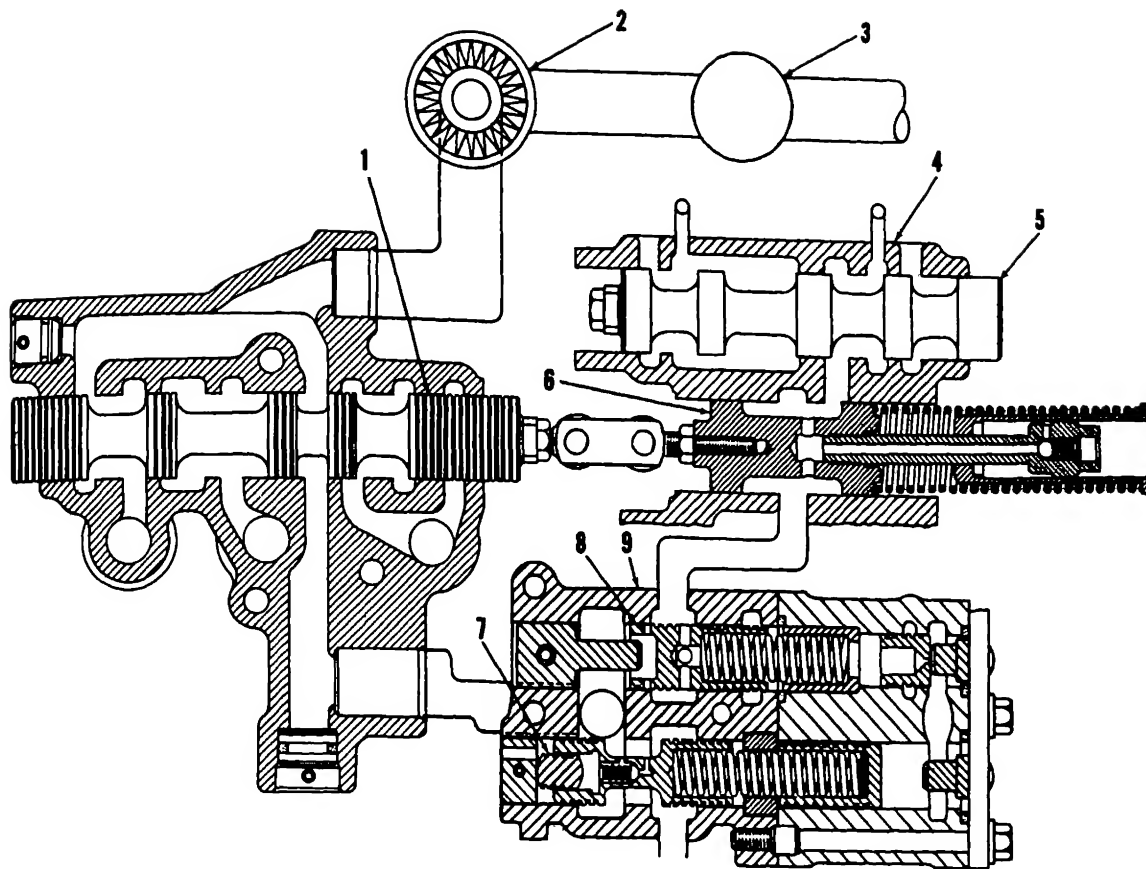
(f) Remove the spring pins (1) and the two ends of the retainer ring (3) together. Install $\frac{3}{8}$ -inch-16 (NC) forcing screws into the tapped holes provided in the ring gear (2) and remove it.

(g) Install $\frac{3}{8}$ -inch-16 (NC) forcing screws into the tapped holes in the flange assembly (fig. 3-183) and remove it. Figure 3-183 shows flange assembly removed.

(h) Remove the bolts ((1), fig 3-18

Note. Use $\frac{3}{8}$ -inch-16 (NC) forcing screws in the tapped holes provided to facilitate removal of the retainer (2).

(i) Inspect and replace the bearing (4) if necessary.



MEC 2410-214-35/200

- | | |
|--|----------------------------------|
| 1 Speed selector spool valve | 6 Safety valve |
| 2 Filter | 7 Pressure relief valve |
| 3 Pump | 8 Differential valve |
| 4 Safety and directional valve housing | 9 Pressure control valve housing |
| 5 Directional spool valve | |

Figure 3-188. Hydraulic controls (schematic)

(f) Measure diametral clearance at four distant points. Use the highest clearance in determining if the components are within allowable limits.

(g) Position impeller (3) as shown and use steel rods (5) on impeller (3).

(h) Position stator (1) into impeller (3) on rods (5)

(i) Clamp dial indicator to bolt.

(j) Move stator (1) from side-to-side (in with the dial indicator stem and record total movement reading on the dial indicator. This reading is total diametral clearance which is twice the running clearance (B).

(k) Measure diametral clearance at four distant points using the highest clearance in determining if the components are within allowable limits.

Note. These measured distances are total diametral clearances which are twice the actual running

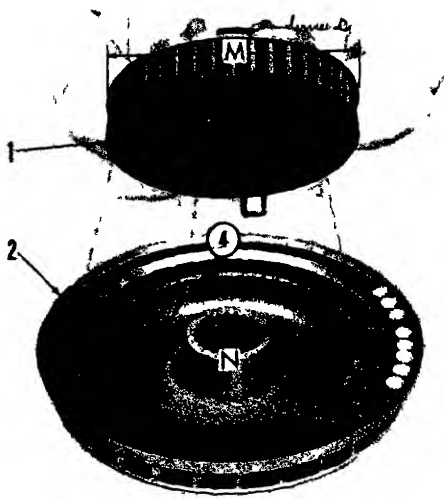
clearances (A) and (B). See table 1-2 for correct running clearances

3-41. Transmission Hydraulic Controls

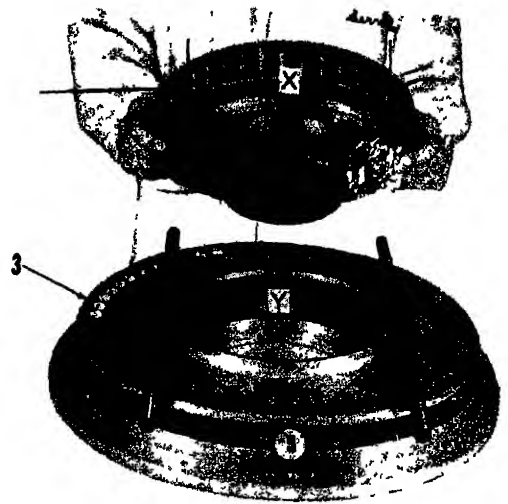
a. General (fig 3-188)

(1) The transmission hydraulic control system is composed of a pump, filter, series of valves, and a control lever and linkage mechanism. The hydraulic control system directs oil to three clutches in the transmission. Bypass oil from the hydraulic control pressure relief valve (7) is directed to the torque converter inlet relief valve to aid in charging the torque converter.

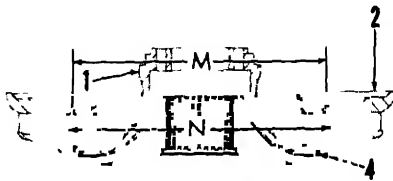
(2) A hydraulic oil pump (3) is located on the front of the rear power takeoff housing. The pump delivers oil to the full flow oil filter (2) located near the left main frame. If the filter element becomes clogged, a filter bypass valve opens and allows the oil to flow unrestricted to the hydraulic control valve.



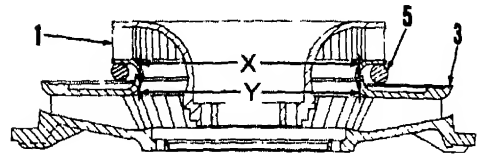
POSITIONING STATOR INTO TURBINE



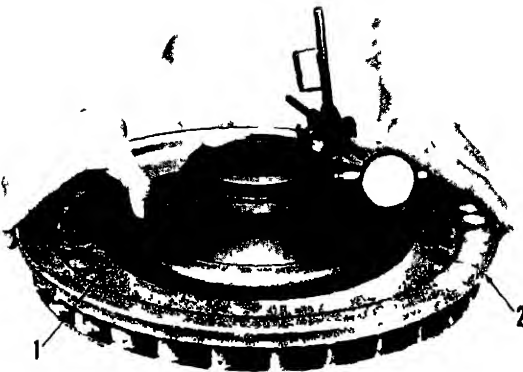
POSITIONING STATOR INTO IMPELLER



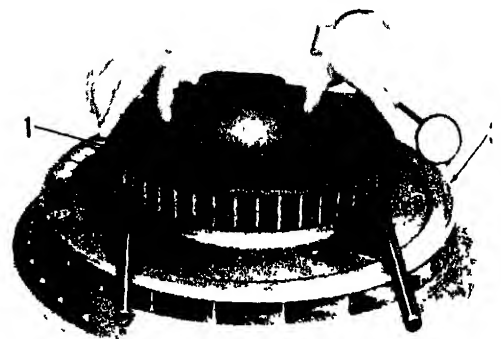
STATOR POSITIONED IN TURBINE



STATOR POSITIONED IN IMPELLER



MEASURING DIAMETRAL CLEARANCE
BETWEEN STATOR AND TURBINE



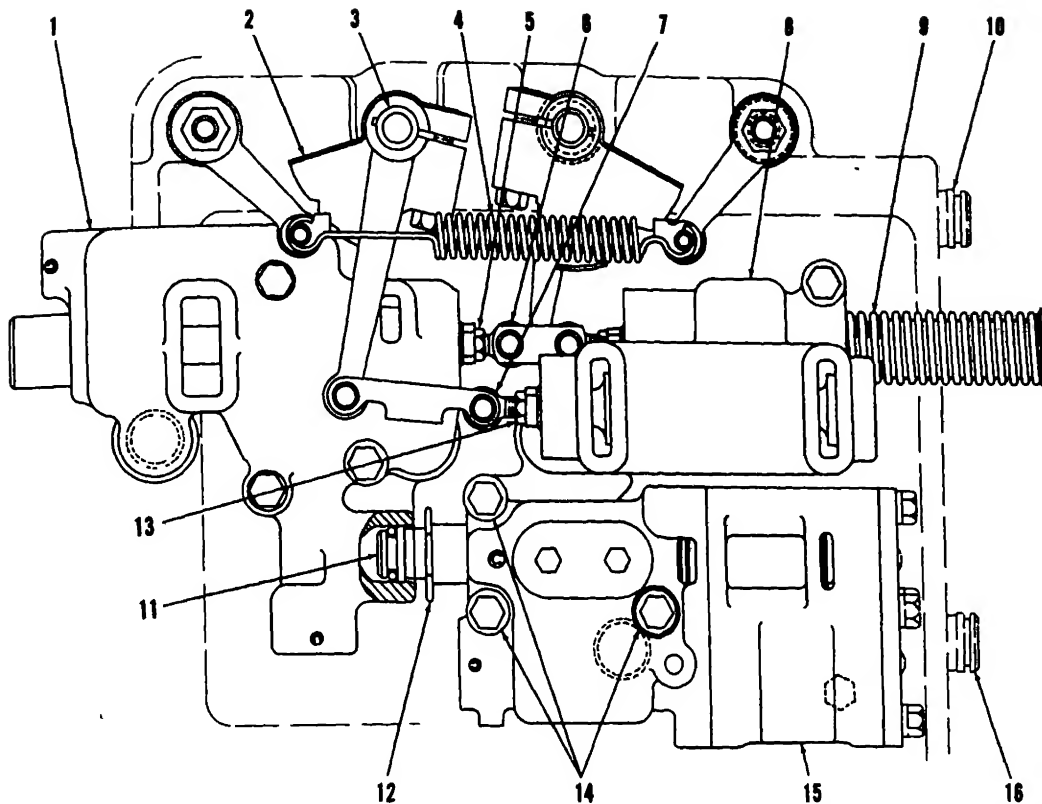
MEASURING DIAMETRAL CLEARANCE
BETWEEN STATOR AND IMPELLER

MEC 2410 214 35 199

- 1 Stator
- 2 Turbine
- 3 Impeller
- 4 Steel balls (4, 1/16 in dia)
- 5 Steel rods (2 5/8 in. dia-20 in. long)

- M—Outside diameter of stator
- N—Inside diameter of turbine
- X—Outside diameter of stator inner flange
- Y—Inside diameter of impeller flange

Figure 3-187. Checking torque converter clearances



MEC 2410-214-35/201

- | | |
|--|-----------------------------------|
| 1 Speed selector valve housing | 9 Safety valve |
| 2 Lever | 10 Tube |
| 3 Shaft | 11 Tube |
| 4 Spring | 12 Clip |
| 5 Locknut | 13 Locknut |
| 6 Eyebolt | 14 Bolts |
| 7 Eyebolt | 15 Pressure control valve housing |
| 8 Safety and directional valve housing | 16 Tube |

Figure 3-189 Hydraulic control removal.

(h) Remove slug (3) from end of relief valve piston (4)

(i) Remove retainer ring ((2), fig. 3-193) from relief valve piston (1)

(2) *Pressure control valve inspection.* Inspect valve housings and pistons for nicks, burrs, pitting. Inspect the valve body land edges for wear caused by recirculating abrasive particles. The valves are very hard and are seldom damaged. Light scratches and light grey wear appearance are not detrimental to valve. Always replace springs when reconditioning a valve with appreciable service hours. Valves must move freely in housings. Be sure slug ((10), fig. 3-194) is free to move in relief valve piston (15). Inspect pistons (6) and (15) to make certain spools are open. Check drain hole in stop (9) to make sure it is open. Always install new preformed O-rings when assembling control valve.

(3) Pressure control valve reassembly

(a) Install plunger ((14), fig. 3-194) into piston (15) and secure in place with retainer ring (11)

(b) Install slug (10) into piston (15)

(c) Install pistons (2) and (15) and stops (1), (9), and (16) into housing (3). Secure stops in place with pins

(d) Install piston (6) retainer (5) and piston (8) into housing (7)

Note. Install spacers (19) inside piston (18)

(e) With springs (4) and (17) in their proper location, fasten housings (3) and (7) together with bolts (20) through cover (8).

(4) Safety and Directional Valve

(a) Safety valve ((4), fig. 3-195) and directional valve (1) can be removed from valve housing (2) for inspection.

(b) Screw center stem out of valve (4) to remove spring (3).

(3) From the filter, oil is directed to the control valves in the top compartment of the transmission case. The first valve the oil contacts is the speed selector valve (1). The valve is a four position spool valve which is positioned by mechanical linkage to direct oil to one of the three speed clutches (No. 3, No. 4, or No. 5). A parallel passage in the speed selector valve housing directs the oil flow to the pressure control valve housing (9).

(4) The pressure control valve is composed of two valve systems; the pressure relief valve (7), and the pressure differential valve (8). These valves act in combination to limit the maximum pressure of the system, control the rate of pressure rise in the system, and insure the proper sequence of clutch engagement.

(5) The differential valve (8) allows the selected speed clutch to become engaged before any oil is directed to the directional clutches. This arrangement provides smooth engagement and allows most of the load to be taken up by the directional clutches (No. 1 or No. 2). The pressure relief valve (7) maintains the proper pressure in the system and by-passes the oil to the torque converter inlet relief valve.

(6) The safety valve (6) is a spring-loaded spool valve that shifts the selector lever into the neutral position whenever the oil pressure drops below 100 psi and remains for approximately 15 seconds. This valve also blocks the oil passage leading to the directional valve when the selector lever is in neutral.

(7) The directional spool valve (5) is contained in the same housing (4) as the safety valve. The directional valve is positioned by the control linkage to direct oil to one of the directional clutches (No. 1 or No. 2).

(8) The gear selector lever is located at the left side of the operator's seat. Mechanical linkage connects the lever to the speed selector spool valve and to the directional spool valve. Speed shifts are made by moving the selector lever forward or backward, and direction is selected by moving the selector lever to the left or right.

b. Hydraulic Control Removal and Installation.
The transmission hydraulic controls can be removed from the transmission case without removing the transmission from the tractor.

(1) Remove the seat cushion and backrest, floor plates, floor plate framework and the corner panel from the seat frame.

(2) Clean the transmission case to remove accumulations of dirt and grease that could enter the case when the cover is removed.

(3) Remove transmission oil filler spout and top cover from transmission case (para 3-46).

(4) Remove spring ((4), fig. 3-189).

(5) Loosen locknut (5) and screw eyelet (6) out of speed selector valve.

(6) Loosen locknut (13) and screw eyelet (7) out of directional valve.

(7) Loosen clamp bolt of lever (2) and shaft (3) from case. Remove lever (2).

(8) Remove cover at front of transmission case and slide safety valve (9) out of valve housing through hole in case.

(9) Remove bolts (14) holding pressure control valve housing (15) to safety and directional valve housing (8), and lift pressure control valve housing from transmission.

(10) Remove torque converter inlet pressure relief valve and pry tube 1/16 forward until clears valve housing (8).

(11) Disconnect inlet pressure line from tractor at transmission case and pry tube (10) forward until it clears speed selector valve housing (1).

(12) Remove bolts holding two valve housings (1) and (8) to transmission clutch housings.

(13) Remove clip (12) from tube (11), and slide tube (11) into speed selector valve housing (1) until tube clears housing (8).

(14) Lift valve housings up to clear tubes below them, and remove valve housings from case.

(15) Replace transmission top cover when hydraulic controls are out of transmission.

(16) Lubricate the preformed packings with liquid soap to facilitate installation.

(17) Adjust control linkage (*d* below)

Note. Tubes (10) and (16) can be installed through openings in front of transmission case

(18) Tighten bolts holding valve housing (1) refer to paragraph 1-4 for torque data.

c. Hydraulic Control Disassembly and Assembly.

(1) *Pressure control valve disassembly*

(a) Remove bolts ((1), fig. 3-190) and cover (2).

(b) Separate housing (3) from housing (10).

(c) Remove springs (4) and (7)

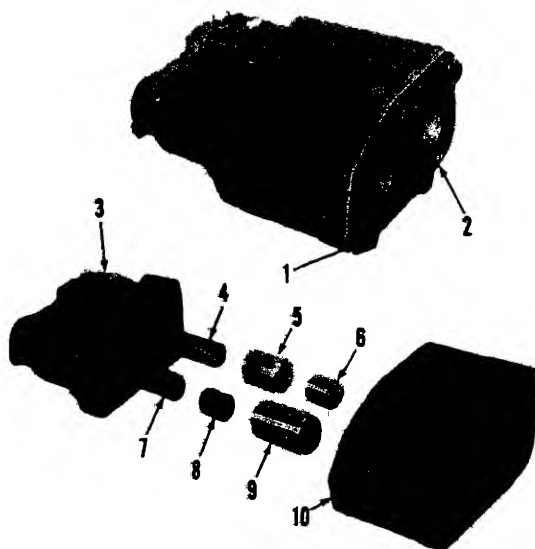
(d) Remove retainer (5).

(e) Remove pistons (6) and (9) and spacers (8).

Note. Spacers (8) in piston (9) are used for pressure adjustment. Keep these spacers together, as they will be needed at time of assembly.

(f) Remove pin ((1), fig. 3-191), stop (1) and piston (3).

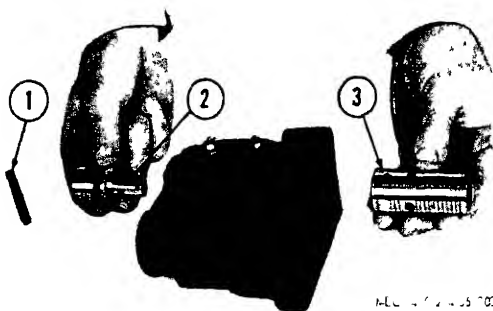
(g) Remove pin ((1), fig. 3-192) stop (2), slug (3), relief valve piston (4) and spacers (5).



MEC 2410-214 35 202

- | | |
|------------------|------------|
| 1 Bolts | 6 Piston |
| 2 Cover assembly | 7 Spring |
| 3 Housing | 8 Spacers |
| 4 Spring | 9 Piston |
| 5 Retainer | 10 Housing |

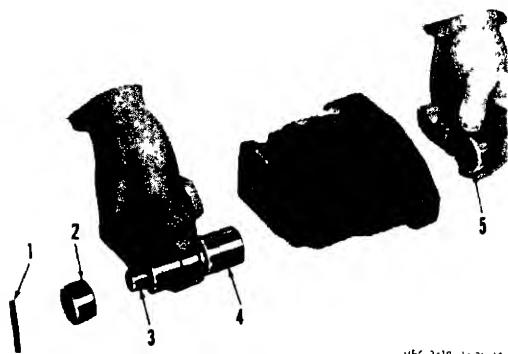
Figure 3-190. Disassembly of pressure control valve.



MEC 2410-214 35 203

- | |
|-----------------------------|
| 1 Pin |
| 2 Stop |
| 3 Differential valve piston |

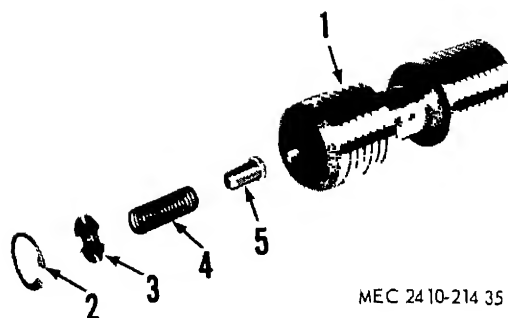
Figure 3-191. Differential valve removal.



MEC 2410-214 35 204

- | | |
|--------|-----------------------|
| 1 Pin | 4 Relief valve piston |
| 2 Stop | 5 Stop |
| 3 Slug | |

Figure 3-192. Pressure relief valve removal.



MEC 2410-214 35 205

- | | |
|-----------------------|-----------|
| 1 Relief valve piston | 4 Spring |
| 2 Retainer ring | 5 Plunger |
| 3 Retainer | |

Figure 3-193. Pressure relief valve disassembly.

Caution: Valve stem (5) may be thrown with considerable force by spring (3) when threads are disengaged.

(c) When assembling safety valve, apply Liquid Lock on threads of valve stem (5), install valve stem into valve (4), and tighten to torque valve listed in paragraph 1-4. Do not hold valve (4) by finished lands.

(5) *Speed selector valve.* Speed selector valve stem ((1), fig. 3-196) can be removed from valve housing (2) if necessary.

d. Linkage Adjustment.

(1) Internal adjustment.

(a) When hydraulic controls are installed in transmission, control linkage should be adjusted to position directional valve stem ((5), fig. 3-197, safety stem (3) and speed selector valve stem (2) properly in their selective housings

(b) With levers (1) and (4) in positions shown, adjust threaded drag links in ends of valve stems so end of first land of each valve is flush with machined face of valve housing; that is, the end of first land of valve stem (2) must be flush with surface (A), (3) with surface (B), and (5) with surface (C).

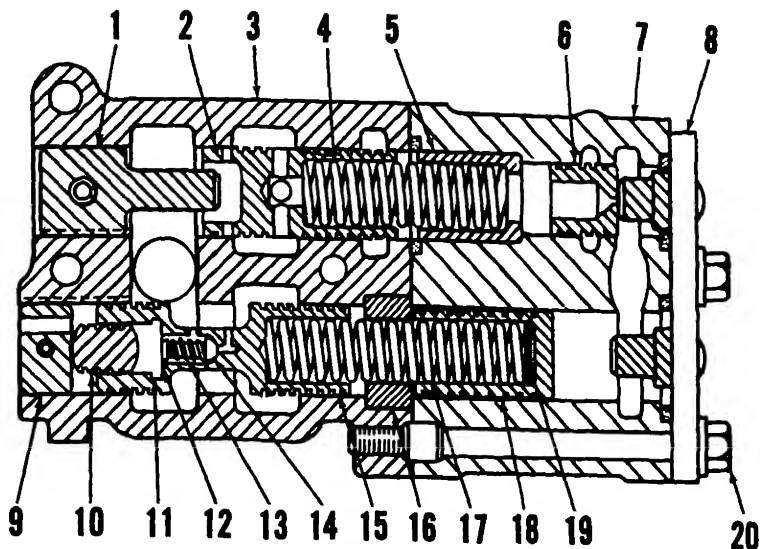
(2) External adjustment

Warning: Do not adjust linkage with engine running.

(a) Loosen clamp bolt in lever ((6), fig. 3-198) on selector lever control shaft and, using a thickness gage between washer (5) and lever, position lever to obtain dimension given in table 1-2. Tighten clamp bolt.

(b) Loosen bolts in clamps (2) and (4) and position support (3) to obtain dimension (A) listed in table 1-2.

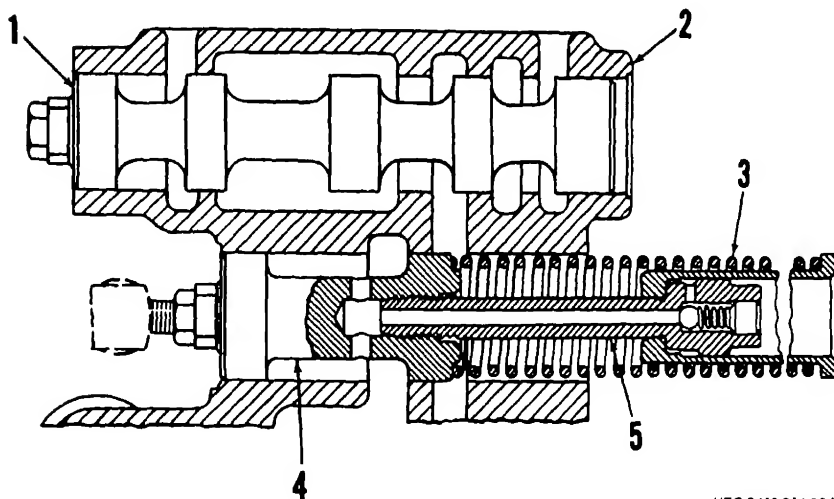
(c) With the connecting link disconnected, position lever (8) in forward detent.



MEC 2410-214-35/206

- | | | |
|-----------------------------|------------------|------------------------|
| 1 Stop | 8 Cover | 15 Relief valve piston |
| 2 Differential valve piston | 9 Stop | 16 Stop |
| 3 Housing | 10 Slug | 17 Spring |
| 4 Spring | 11 Retainer ring | 18 Piston |
| 5 Retainer | 12 Retainer | 19 Spacers |
| 6 Piston | 13 Spring | 20 Bolts |
| 7 Housing | 14 Plugger | |

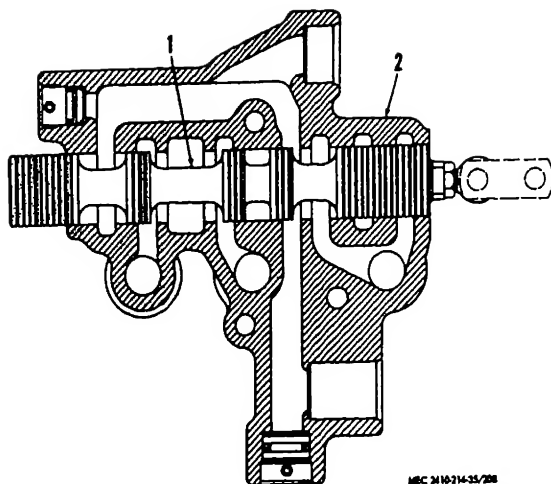
Figure 3-194. Pressure control valve assembly.



MEC 2410-214-35/207

- | | | |
|---------------------|----------------|--------|
| 1 Directional valve | 3 Spring | 5 Stem |
| 2 Valve housing | 4 Safety valve | |

Figure 3-195. Safety and directional valve disassembly



1 Valve stem 2 Valve housing

Figure 3-196. Speed selector valve.

(d) With the connecting link disconnected, position lever (9) in NEUTRAL detent.

(e) Position lever (1) in center of neutral slot.

(f) Adjust length of short rod to enter ends of levers (6) and (9).

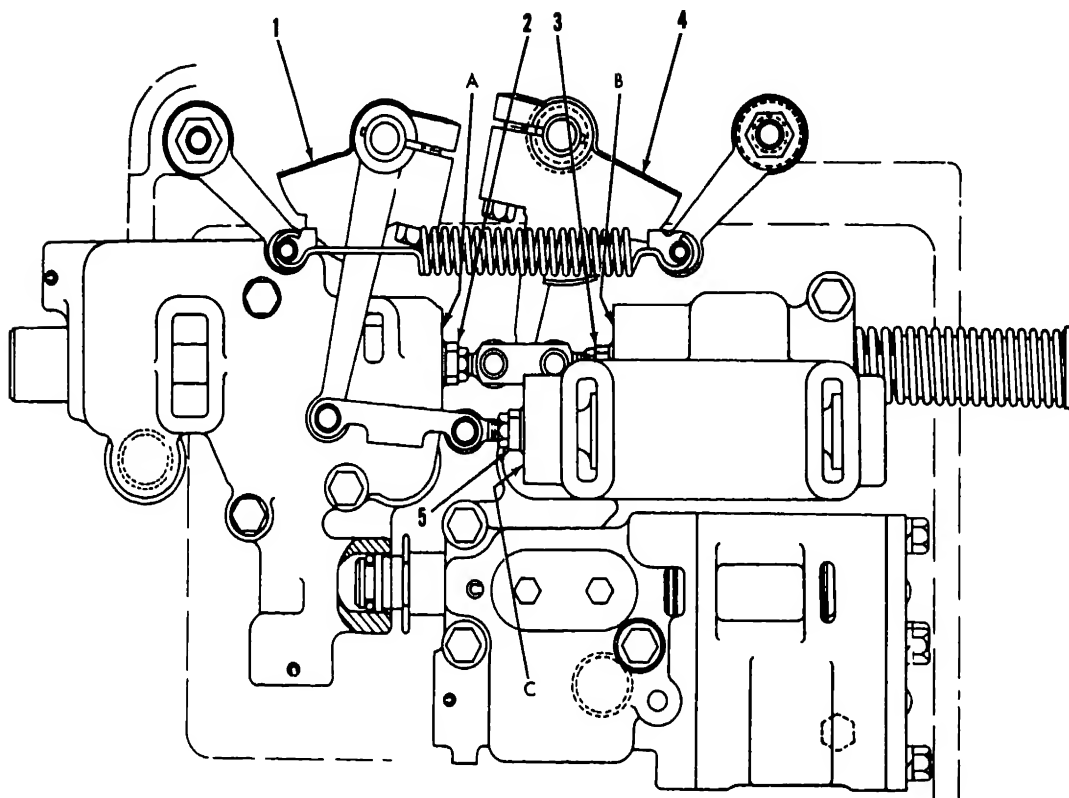
(g) Place selector lever (1) in NEUTRAL position of forward slot.

(h) Adjust length of longer rod to enter the ends of levers (1) and (8).

Note. The chamfered side of the nuts which retain the connecting links to the levers should always face the ball section on the swivel ends.

3-42. Hydraulic Pump

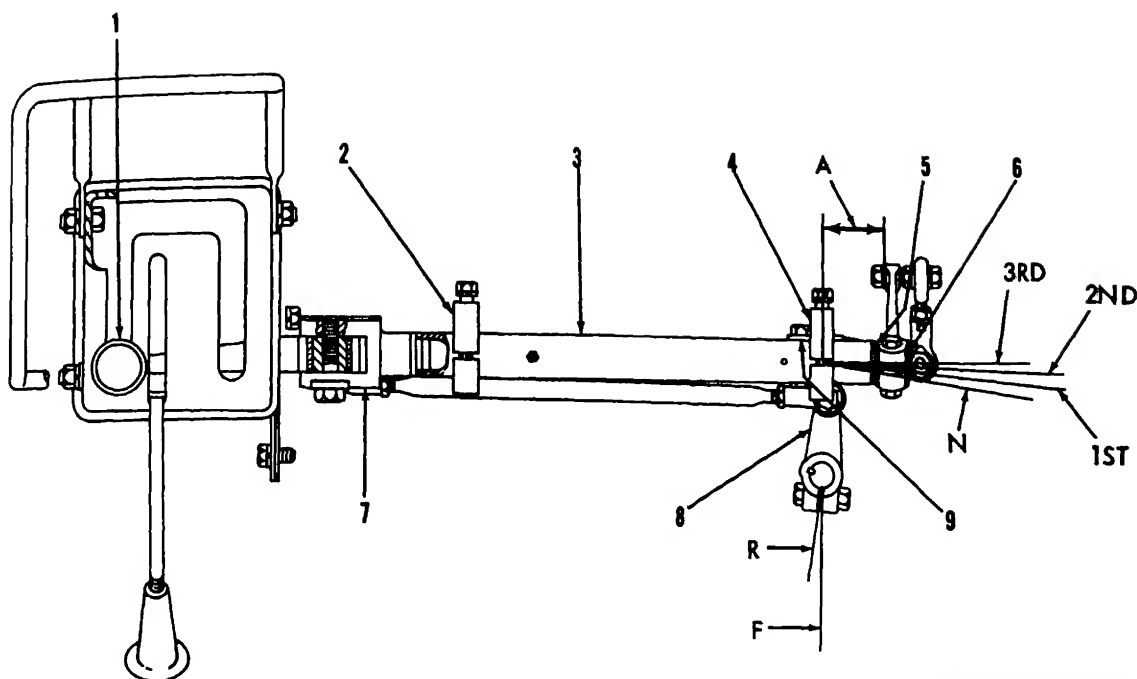
a. *General.* The steering clutch and transmission hydraulic pump is a single section gear type



1 Lever
2 Speed selector valve stem
3 Safety valve stem

4 Lever
5 Directional valve stem
A,B C-Surfaces of valve housings

Figure 3-197. Linkage adjustment.



MEC 2410-214-35/210

- | | | |
|------------------|----------|------------------|
| 1 Selector lever | 4 Clamp | 7 Shaft assembly |
| 2 Clamp | 5 Washer | 8 Lever |
| 3 Support | 6 Lever | 9 Lever |

A—Dimension between centerline of transmission control shafts and left face of lever (6)

Figure 3-198. Linkage adjustment (top view).

which is bolted to the front of the rear takeoff housing.

Removal and Installation.

- 1) Remove the toolbox and support bracket the right side of the diesel engine.
- 2) Drain the steering clutch and transmission hydraulic system. Refer to TM 5-2410-214-
- 3) Disconnect the hydraulic lines ((3), fig.) and cover the ends of the oil lines to pre-vent entry of dirt or other foreign material.
- 4) Remove bolts (1) and pump (2).
- 5) Install the pump in the reverse order of removal.

Disassembly and Assembly.

- 1) Refer to figure 3-200 and disassemble pump
- 2) When the pump is disassembled, inspect all (20) in cover assembly (18).
- 3) Bolts (5) have flat washers which must be in place when the pump is assembled.
- 4) Assemble the pump in the reverse order of disassembly
- 5) Fill the pump with clean oil and rotate drive gear prior to installation. This will create a film of oil on the pump gears and body, aiding in priming the pump.
- 6) Inspect the preformed packings and re-

place if necessary before connecting the hydraulic lines.

3-43. Torque Converter Inlet Relief Valve

a. Removal and Installation

- (1) Remove the right front and center floor plates.
- (2) Refer to TM 5-2410-214-12 and drain the transmission and steering clutch hydraulic system
- (3) Disconnect oil line ((1), fig 3-201)
- (4) Remove nuts (3), bolts (4), and valve body (2).

b. Disassembly and Reassembly

- (1) Refer to figure 3-202 and disassemble the inlet relief valve
- (2) Replace any damaged or worn parts
- (3) Reassemble the inlet relief valve in the reverse order of disassembly

3-44. Torque Converter Outlet Relief Valve

a. Removal and Installation

- (1) Remove the left front and center floor plates.
- (2) Refer to TM 5-2410-214-12 and drain the torque converter hydraulic system.



- 1 Bolts
2 Oil pump
3 Hydraulic lines

Figure 3-199. Hydraulic pump removal.

- (3) Disconnect oil lines ((3), (4), fig. 203).
(4) Remove bolts (1) and outlet relief valve (2).

b. Disassembly and Reassembly.

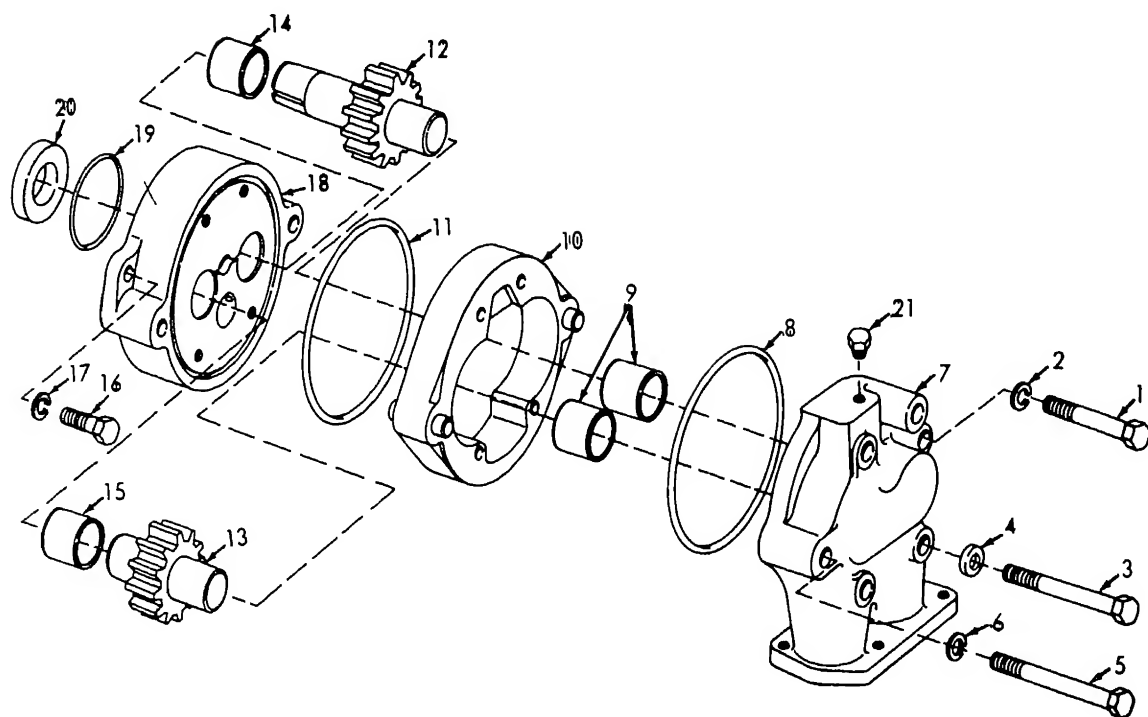
- (1) Refer to figure 3-204 and disassemble the left outlet relief valve.
(2) Replace any damaged or worn part.
(3) Reassemble the outlet relief valve in the reverse order of disassembly.

Note. The orifice in valve (3) must be open and the valve installed in the body as illustrated.

3-45. Transmission and Steering Clutch Control Check Valve

a. Removal and Installation.

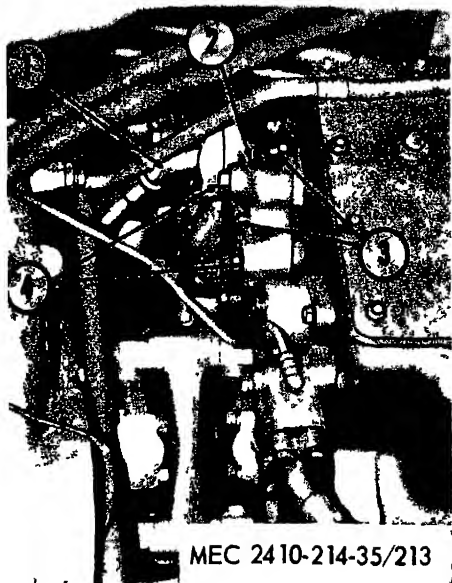
- (1) Refer to TM 5-2410-214-12 and drain the transmission and steering clutch hydraulic system.
(2) Disconnect oil supply line ((3), fig. 8-205).
(3) Remove bolts (2) and check valve (1).



ME 2410-214-35/3-200

- | | | |
|---------------------|------------------|-------------------|
| 1 Bolt | 8 Packing | 15 Bearing |
| 2 Washer | 9 Bearing | 16 Bolt |
| 3 Screw | 10 Body assembly | 17 Washer |
| 4 Washer | 11 Packing | 18 Cover assembly |
| 5 Bolt | 12 Gear | 19 Packing |
| 6 Washer | 13 Gear | 20 Seal |
| 7 Manifold assembly | 14 Bearing | 21 Plug |

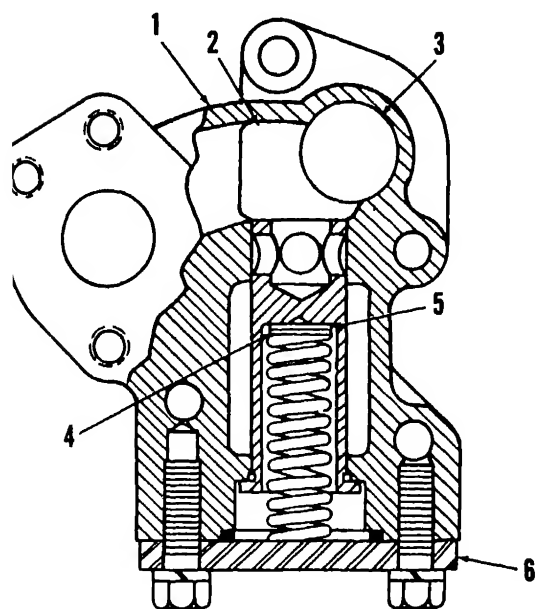
Figure 3-200. Hydraulic pump disassembly.



MEC 2410-214-35/213

3-201. Removing torque converter inlet relief valve.

- | | |
|---|-------|
| 3 | Nuts |
| 4 | Bolts |



MEC 2410-214-35/214

Valve body
Opening
Valve plunger

- | | |
|---|--------|
| 4 | Spacer |
| 5 | Spring |
| 6 | Cover |

3-202 Torque converter inlet relief valve.

Install the relief valve in the reverse or removal using new preformed packings.

Assembly and Reassembly

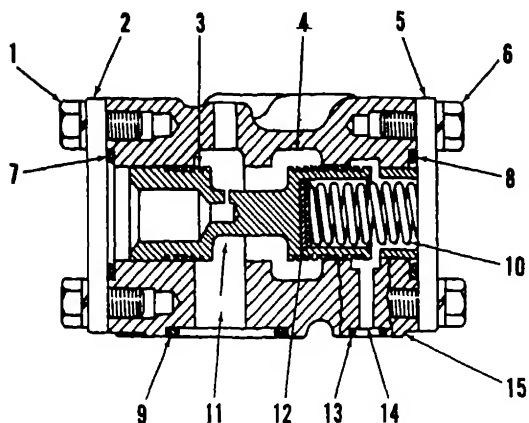
Refer to figure 3-206 to disassemble and reassemble check valve.



MEC 2410-214-35/215

- | | |
|---|---|
| 1 | Bolts |
| 2 | Torque converter outlet relief valve |
| 3 | Torque divider to oil cooler line |
| 4 | Torque converter oil temperature bulb and gage line |

Figure 3-203. Torque converter outlet relief valve removal.



MEC 2410-214-35/216

- | | | | |
|---|--------------|----|---------------|
| 1 | Bolts | 9 | O-ring seals |
| 2 | Cover | 10 | Spring |
| 3 | Valve | 11 | Cavity |
| 4 | Valve | 12 | Washers |
| 5 | Cover | 13 | O-ring seal |
| 6 | Bolt | 14 | Bleed passage |
| 7 | O-ring seals | 15 | Valve housing |
| 8 | O-ring seals | | |

Figure 3-204. Outlet relief valve assembly

(2) Replace any worn or damaged parts.

3-46. Transmission

a. General.

(1) The power shift transmission utilizes planetary gearing and five hydraulically actuated clutches to provide three forward and three reverse speeds.



- 1 Check valve
- 2 Bolts
- 3 Oil supply line

Figure 3-205. Check valve removal.

(2) The five transmission clutches are of the multiple disc type, and are contained in separate housings surrounding the ring gears of the transmission. The clutches have alternate discs ((5), fig. 3-207) and plates (3). The discs (5) have

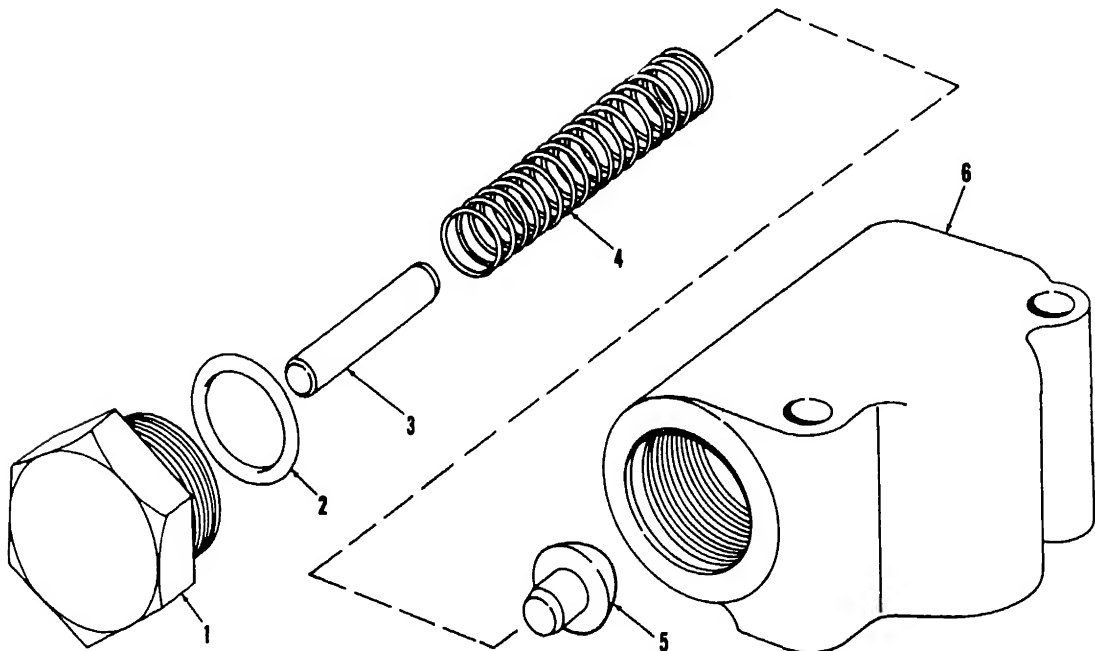
internal teeth which mesh with external teeth on the ring gear (6). The plates (3) are notched to fit around pins in the clutch housings which prevent the plates from turning.

(3) The clutches are held disengaged by springs (2) which act between the clutch housing (4) and piston (1). To engage the clutch, oil is directed into the space behind the piston (1). Hydraulic pressure then moves the piston outward, pressing the plates (3) and discs (5) together and preventing the ring gear (6) from turning.

(4) The two front clutches (No. 1 and No. 2, fig. 3-208) are directional clutches, determining forward or reverse direction, and the three rear clutches (No. 3, No. 4 and No. 5) are speed clutches providing second, third and first speed respectively.

(5) Two clutches must be engaged in order to transmit power through the transmission. The following chart shows the combination of clutches engaged for each forward or reverse speed.

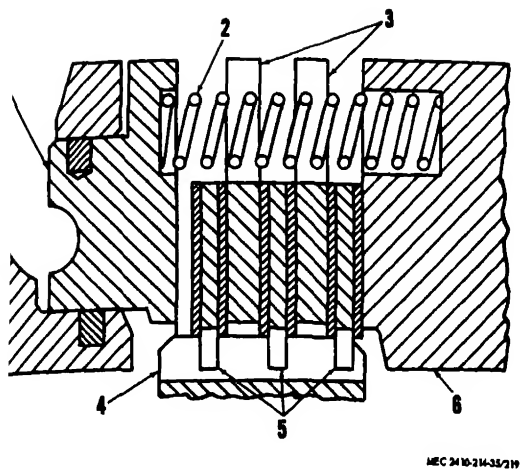
Speed	Clutches engaged
First forward	1-5
Second forward	1-3
Third forward	1-4
First reverse	2-5
Second reverse	2-3
Third reverse	2-4



- 1 Plug
- 2 Packing
- 3 Pin
- 4 Spring
- 5 Valve
- 6 Housing

Figure 3-206. Check valve disassembly.

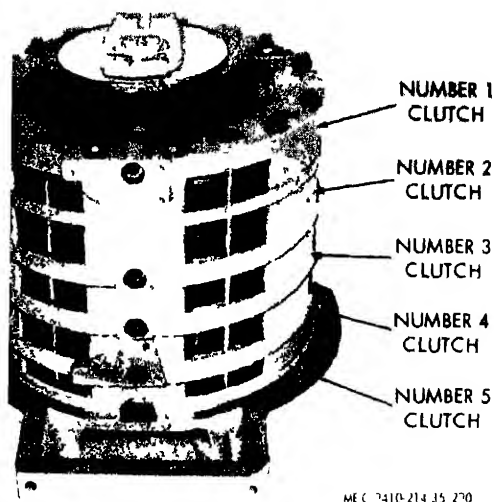
MEC 2410-214-35/218



MEC 2410-214-35/219

- 1 Clutch housing
2 Discs
3 Ring gear

Figure 3-207. Clutch operation.



MEC 2410-214-35-270

Figure 3-208. Clutch designation.

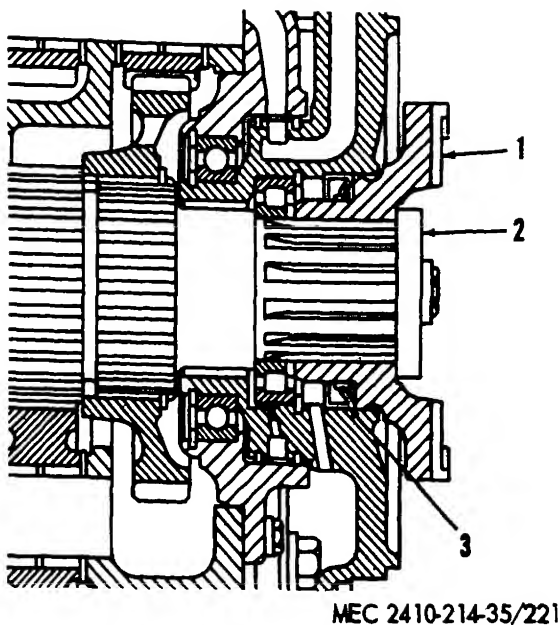
Transmission Reconditioning.

(a) Before disassembling the transmission, oil and grease accumulations should be removed from the exterior of the transmission case. The transmission should be disassembled and assembled in clean surroundings with clean tools. Dirt introduced into the transmission will cause erratic operation and will shorten the life of the transmission.

(b) Input Shaft front oil seal removal and installation.

(a) Remove the universal joint (para 3-

(b) Remove the bolts, lock and retainer (fig. 3-209) and the flange (1) from the shaft.



- 1 Flange
2 Bolts, lock, and retainer
3 Oil seal

Figure 3-209. Preparing to remove input shaft front oil seal.



MEC 2410-214-35-222

Figure 3-210. Removing input shaft front oil seal

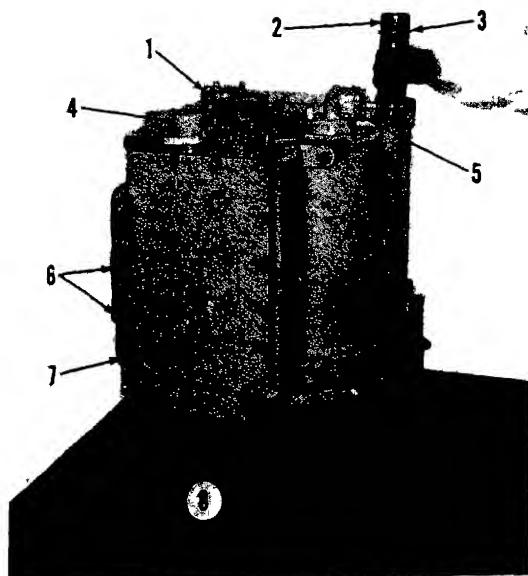
(c) Remove the oil seal (fig. 3-210) using a puller, screw, and step plate

(d) Install the new oil seal with the spring-loaded lip toward the transmission

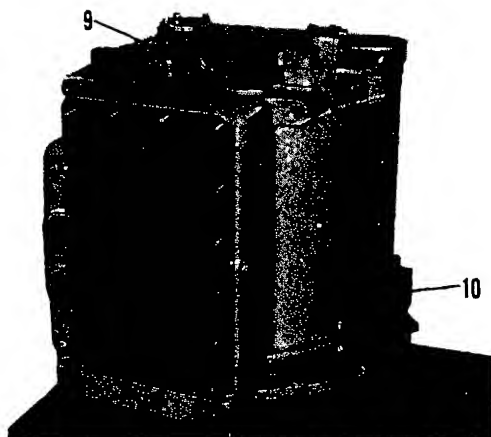
(e) Replace the flange, bolts, lock, and retainer in the reverse order of removal.

c Transmission Case Removal.

(1) Position the transmission assembly on end, input end up.



A



B

MEC 2410-214 35 223

- | | |
|---------------------|------------------------|
| 1 Cover | 6 Control shafts |
| 2 Tube | 7 Nuts and lockwashers |
| 3 O-ring seal | 8 Transmission cover |
| 4 Cover | 9 Bolts |
| 5 Lubrication valve | 10 Nuts and bolts |

Figure 3-211. Preparing to remove transmission case.

(2) Remove control levers from shafts ((6), fig 3-211)

Note. The keys which position the control levers on the shafts (6) should be removed after the levers are removed

(3) Remove covers (1) and (4).

(4) Remove tube (2) and tube from under cover (1).

(5) Inspect preformed packings (3) and preformed packing at other end of tubes. Replace if damaged.

(6) Remove lubrication valve (5) and nuts and lockwashers (7)

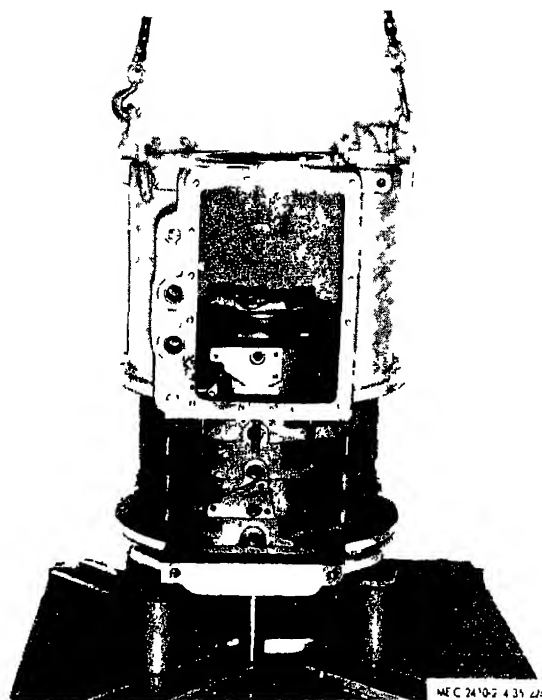
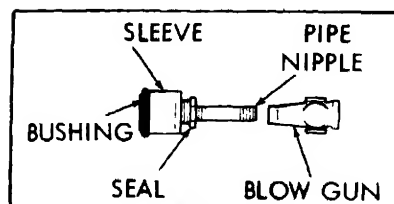


Figure 3-212. Removing transmission case.



OPENING FOR INPUT
SHAFT SEAL CHECK

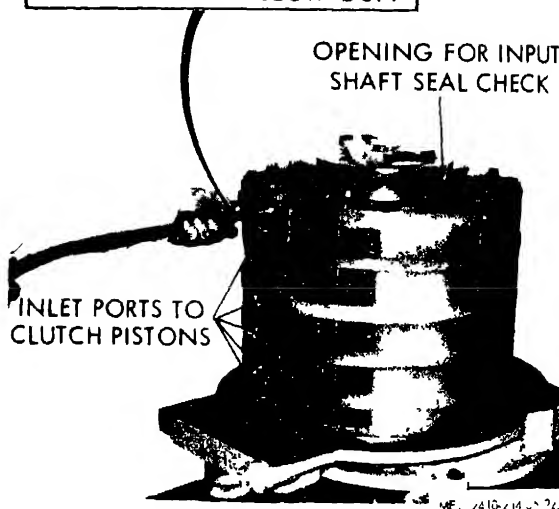
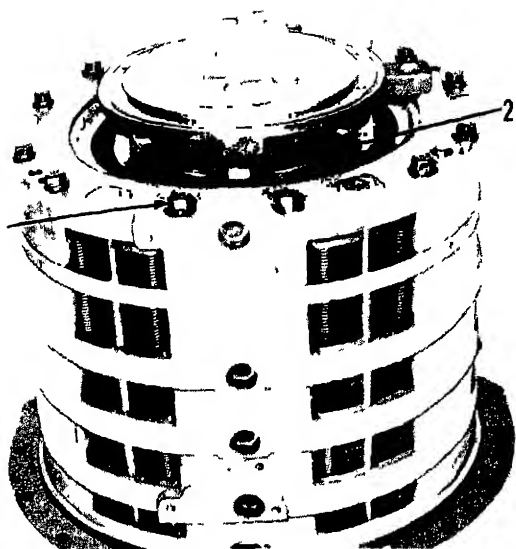


Figure 3-213 Checking clutch operation

(7) Remove transmission cover (8).

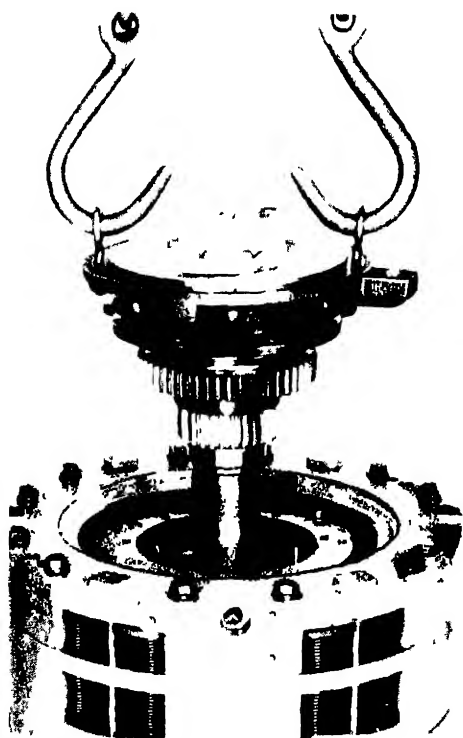
(8) Remove the transmission hydraulic controls (para 3-41).

(9) Remove bolts (9) and nuts and bolts (10).



MEC 2410-214-35-726

Bolts **2 Cage**
 re 3-214. Preparing to remove input shaft.



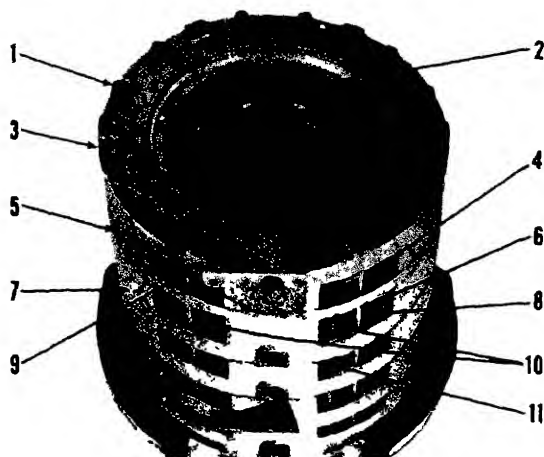
MEC 2410-214 35 227

Figure 3-215 Removing input shaft.

Install two $\frac{3}{4}$ -inch (NC) eyebolts and the transmission case (fig. 3-212).

Install the transmission case in the order of removal.

Tighten the transmission case to transmission housing retaining nuts and bolts ((10), (11) to the torque value given in paragraph



MEC 2410-214 35 228

- 1 Bolts
- 2 No. 1 clutch ring gear
- 3 No. 1 clutch housing
- 4 No. 1 clutch piston
- 5 Plate assembly
- 6 Clutch reaction pins
- 7 No. 2 clutch housing
- 8 No. 2 clutch plates and disc assemblies
- 9 No. 1 clutch plates and disc assemblies
- 10 Springs
- 11 Springs

Figure 3-216. Removal of No. 1 and No. 2 clutch.

d. Checking Transmission Clutches With Air.

(1) After assembly of a power shift transmission (prior to installation of the transmission case) each clutch piston can be checked with the aid of a simple tool setup and compressed air. This preliminary check points out assembly problems which can be easily corrected at this stage but are very difficult to repair once the unit is installed in the machine.

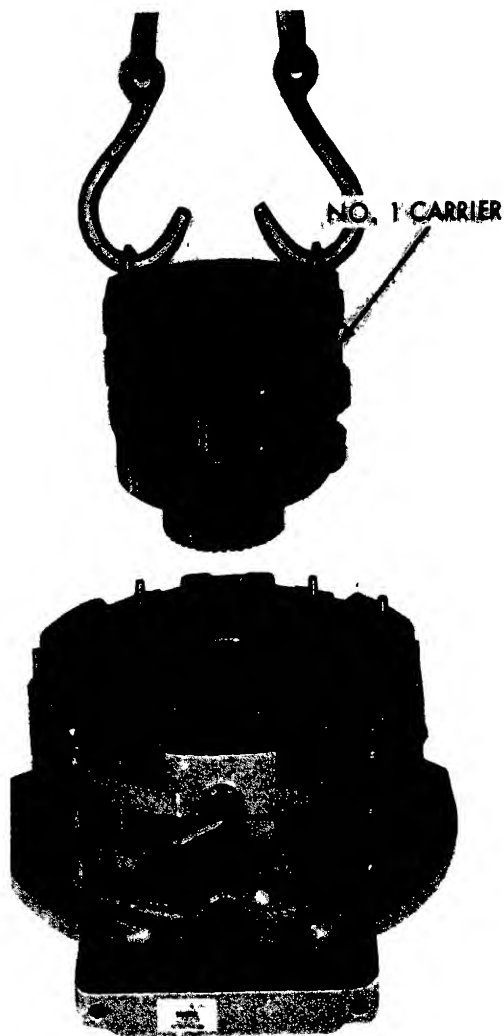
(2) The checking tool is fabricated from a sleeve, seal, bushing, and pipe nipple.

(3) The clutch packs can be checked, one at a time, by inserting the tool sleeve into the inlet port as shown in figure 3-213 and injecting air under pressure. If the clutch pistons are operating properly, there should be approximately $\frac{1}{8}$ -inch- $\frac{1}{4}$ -inch travel in each piston, with very little leakage. If any of the pistons fail to move, this is an indication of binding and the transmission should be disassembled to determine the cause.

(4) To check the input shaft seals, insert the air tool into the opening shown in figure 3-213 and inject air under pressure (not to exceed 80 psi).

Note. The input shaft assembly must be installed in the transmission before performing this check. The seals will leak very slowly if properly installed.

e. Input Shaft Removal and Installation.



MEC 2410-214-35/229

Figure 3-217. Removing No. 1 carrier.

(1) Remove bolts ((1), fig. 3-214) that secure the cage (2) to the No. 1 carrier.

(2) Install two $\frac{3}{8}$ -inch-16 (NC) eyebolts and lift the input shaft from the transmission (fig. 3-215)

(3) Install the input shaft in the reverse order of removal

(4) Tighten the bearing cage to No. 1 carrier retaining bolts (1) to the torque value given in paragraph 1-4

f. Removal and Installation of Clutches and Carriers

Note Prior to disassembly, identify and mark each of the clutch housings. They must be installed in the same position and location from which they are removed.

(1) Remove bolts ((1), fig. 3-216).

Caution: During removal and installation of the No. 1 clutch housing (3) and piston (4), hold the piston securely inside the clutch housing to prevent it from falling out and causing damage to parts.

(2) Remove No. 1 clutch housing (3), piston (4), and No. 2 clutch housing (7).

Note. Removal of the No. 1 and No. 2 clutch housings can be facilitated by the use of 1/2-inch-13 (NC) eyebolts. During removal of the No. 2 clutch housing, some of the springs (11) may drop out. There are twelve of these springs between No. 2 and No. 3 clutch housings. There are also twelve springs between No. 3 and No. 4, as well as No. 4 and No. 5 clutch housings.

(3) Remove No. 1 clutch ring gear (2), plate assembly (5), clutch reaction pins (6), No. 1 clutch plates and disc assemblies (9).

(4) Remove No. 2 clutch plates and disc assemblies (8) and springs (10) and (11).

(5) Install $\frac{3}{8}$ -inch-16 (NC) eyebolts and remove the No. 1 carrier (fig. 3-217).

(6) Remove bolts, locks, and plates ((1), fig. 3-218) and No. 2 clutch ring gear (2).

(7) Install $\frac{1}{2}$ -inch-13 (NC) eyebolts and lift off the No. 3 clutch housing (3) disc assemblies and plates as a unit.

Note The No. 4 and No. 5 clutch housings (4) and (7) can be removed in the same manner as the No. 3 clutch housing (3)

(8) Remove the No. 2 carrier ((1), fig. 3-219 bolts (2), and bolts and locks (3)

(9) Remove bolts and locks ((1), fig. 3-220)

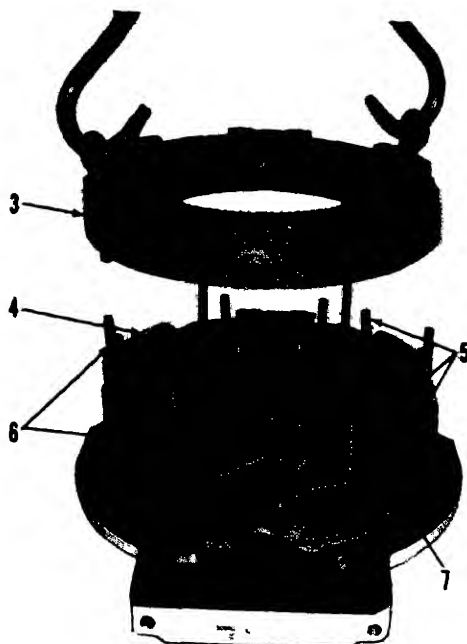
(10) Install $\frac{3}{8}$ -inch-16 (NC) eyebolts in the tapped holes provided and remove the output shaft (2)

Note Cover the openings (3) when installing the carriers and clutches to prevent the loss of parts into the transfer gear case

(11) Inspect and replace all worn parts before assembling the transmission. At the time of assembly tighten the No. 2 carrier to bearing cage, retaining bolts ((2), (3), fig. 3-219) to the torque value listed in paragraph 1-4.

(12) All worn, damaged, or warped clutch plates and disc assemblies should be replaced when installing the clutches

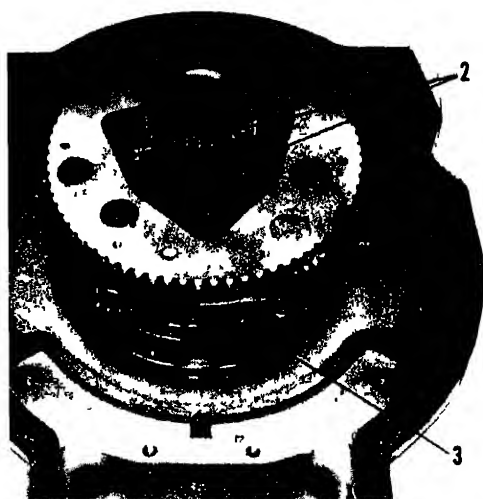
Caution: When installing the clutches, install the clutch housing first, then install the ring gear followed by a disc assembly and plate alternately (j below) for the correct number of disc assemblies and plates for each clutch. Make certain the clutch reaction pins are in their proper location and the springs are seated correctly. The ring gear for the No. 5 clutch should be installed



MEC 2410-214 35 230

- | | | |
|----------------------------|------------------------|------------------------|
| 1 Bolts, locks, and plates | 4 No. 4 clutch housing | 7 No. 5 clutch housing |
| 2 No. 2 clutch ring gear | 5 Springs | |
| 3 No. 3 clutch housing | 6 Clutch reaction pins | |

Figure 3-218. Removing No. 3 clutch housing



MEC 2410-214 35 231

- | | |
|-----------|-------------------|
| 2 carrier | 3 Bolts and locks |
| olts | |

Figure 3-219 No. 2 carrier removal.

face having the smaller outer diameter the input end of the transmission. The using for the No. 1 clutch is installed in with respect to the other clutches. Install the clutch housings can be facilitated by ee of the long retaining bolts as guide

Complete the installation in the reverse order of removal and tighten the clutch housing retaining bolts ((1), fig 3-216) to the value given in paragraph 1-4.

g. Input Shaft Disassembly and Assembly.

(1) Remove bolts, lock, and retainer ((1), fig. 3-221), and input flange (2).

(2) Slide the bearing cage ((2), fig 3-222) and bearing cage and oil manifold (3) from the input shaft (1) while removing the ring (4) at the same time.

(3) Remove the oil seal (fig 3-223) by tapping it from the rear with a small block of wood

(4) Remove the retainer ring (fig. 3-224)

Note The oil seal is correctly installed with the spring-loaded lip toward the rear of the transmission

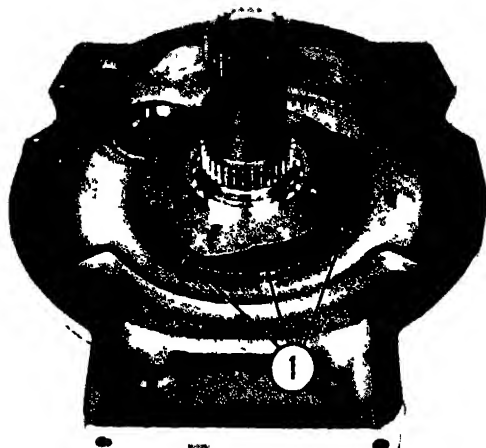
(5) Separate the bearing cage ((1), fig 3-225) from the bearing cage and oil manifold (2).

(6) Inspect the bearing (3) for wear or damage. Remove the lockring (4) if bearing replacement is necessary

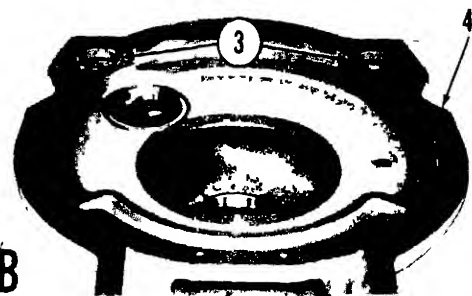
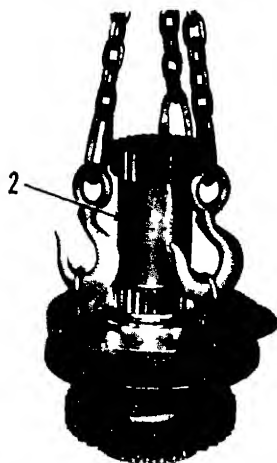
(7) Inspect the piston ring-type seals (5) for wear or damage and replace them, if necessary.

Note. Be sure the seal drain hole (6) is not plugged.

(8) Inspect the bearing (8) for wear or



A



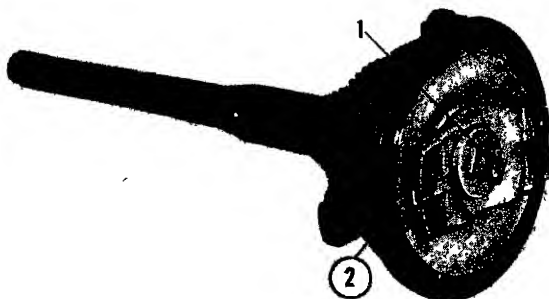
- | | |
|-------------------|---------------------|
| 1 Bolts and locks | 3 Openings |
| 2 Output shaft | 4 Transfer gearcase |

Figure 3-220 Removing output shaft

damage. If replacement is necessary, remove the lockring (7) and press out the bearing.

(9) Remove No 1 sun gear ((1), fig 3-226) lockrings (2) and (3) and bearing race (4) if necessary

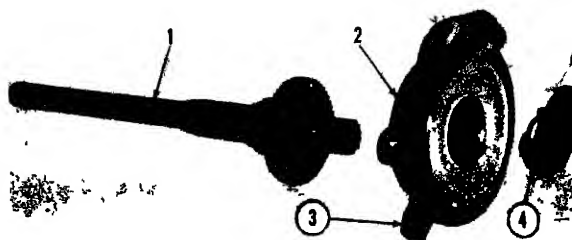
(10) The bearing race (4) can be removed if worn or damaged by using a puller and step plate



MEC 2410-214 35 233

- | |
|-----------------------------|
| 1 Bolts, lock, and retainer |
| 2 Input flange |

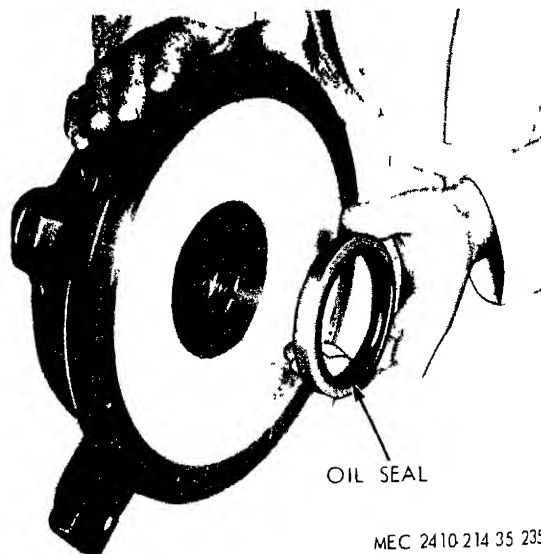
Figure 3-221. Preparing to disassembly input shaft



MEC 2410-214 35 234

- | | |
|----------------|---------------------------------|
| 1 Input shaft | 3 Bearing cage and oil manifold |
| 2 Bearing cage | 4 Ring |

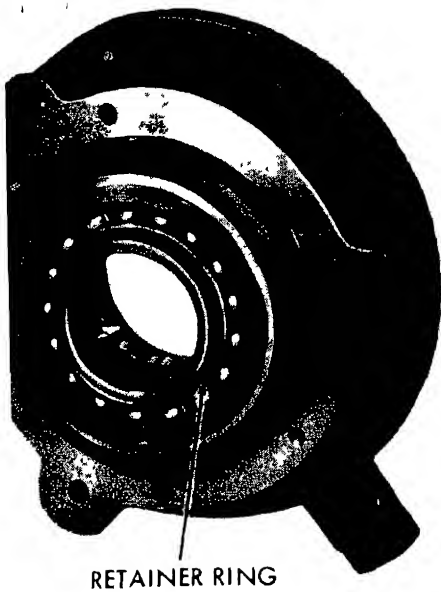
Figure 3-222. Bearing cage removal



MEC 2410-214 35 235

Figure 3-223 Oil seal removal

(11) Inspect the bearing race (5) for wear or damage. The bearing race can be removed after removing the lock-ring (3) Pull the bearing race using a bearing pulling attachment, a puller and a hydraulic puller



MEC 2410-214-35/236

Figure 3-224. Retainer ring removal.

Note Heat the bearing races (4) and (5) in oil to their installation. Chilling the bearings ((3) fig 3-225) will permit easier installation into g cages

Assemble the input shaft in the reverse disassembly

1 Carrier Disassembly and Assembly

Position the No 1 carrier ((4), fig 3-224) with the No 4 sun gear (1) on top.

Remove No 4 sun gear (1), bolts and washers (3)

Position the No 1 carrier on its side

Pull the planet gear shaft ((1), fig 3-224) part of the way out of the carrier and remove the No 2 inner planet gear (9), washers (6) and bearings (8)

Pull the shaft (1) from the carrier and remove the No 3 planet gears (7) complete with washers (6) and bearings (8)

Note. Use care to avoid loss of the balls (2) and washers (10) one on either side of each planet gear provided with each planet gear in the carrier. The No 2 outer planet gears (5) and No 1 sun gear (1) can be removed after removing the planet gear shafts (3)

Inspect all gears, bearings, washers and shafts in the carrier and replace any that are damaged.

Inspect the support bearing in the carrier housing for wear or damage and replace it if necessary,

by pressing it from the carrier, using a piece of pipe 4-inches in diameter and approximately 5-inches long.

(8) Assemble the carrier in the reverse order of disassembly making certain the ball is in place in each planet gear shaft and correctly aligned with the notch in the carrier.

2. No. 2 Carrier Disassembly and Assembly.

(1) Position the No. 2 carrier ((1), fig. 3-229) as shown.

(2) Pull the planet gear shafts (2) part of the way out of the carrier and remove the No. 5 planet gears (3), washers (6) and bearings (7).

(3) Pull the shafts (2) from the carrier and remove the No. 4 inner planet gears (5) together with the bearings and washers.

Note. Use care to avoid loss of the balls (4) and (9) in the planet gear shafts (2) and (8). Two bearings (7) and two washers (6), one on either side of each planet gear, and provided with each planet gear in the carrier.

(4) The No 4 outer planet gears (10) complete with bearings and washers can be removed after removing the planet gear shafts (8)

(5) Inspect all gears, bearings, washers and shafts in the carrier and replace any that are worn or damaged

(6) Assemble the carrier in the reverse order of disassembly making certain the ball is in place in each planet gear shaft and correctly aligned with the notch in the carrier

1 Clutch Disassembly and Assembly The five clutches are identical except for the number of disc assemblies and plates used No. 1, No 3, and No. 4 clutches have three disc assemblies and two plates, No 2 clutch as four disc assemblies and three plates and No 5 clutch has two disc assemblies and one plate Disassembly of the No 3 clutch is shown for illustration

(1) Remove the ring gear ((1), fig 3-230)

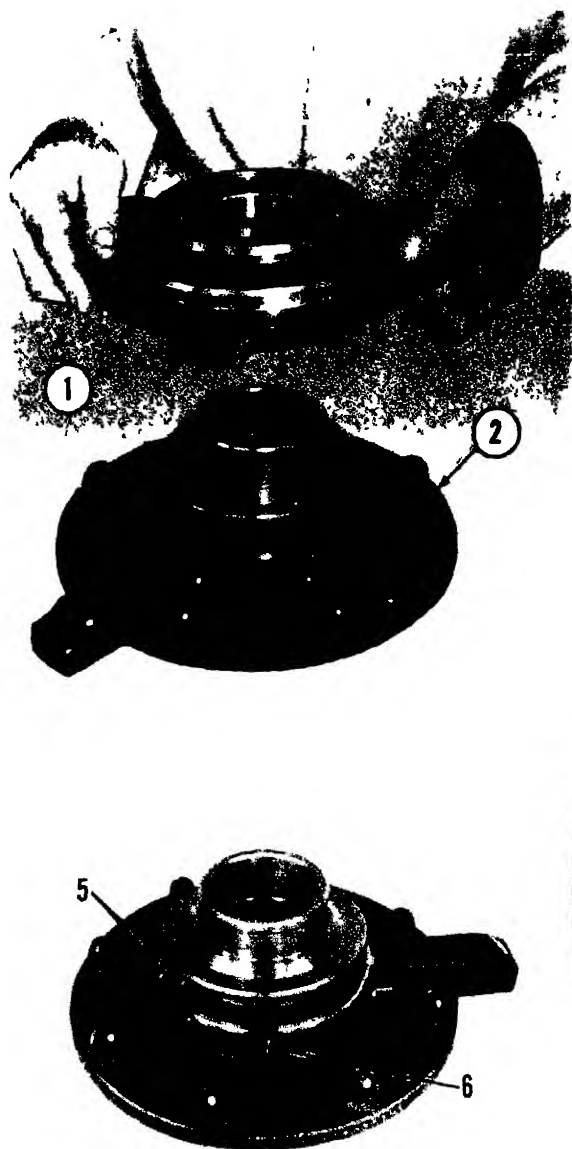
(2) Remove the clutch disc assemblies (2) and plates (3).

(3) Remove the piston (4) from the clutch housing

(4) Inspect the piston rings (5) on the piston and in the clutch housing Replace the rings if damaged

(5) Assemble the clutches in the reverse order of disassembly To install the piston, center the piston rings and tap the clutch housing with a soft hammer while gently pushing the piston into the housing

Caution: Under no circumstance should the piston be hammered into place. Broken piston rings will result from such action.



- 1 Bearing cage
- 2 Bearing cage and oil manifold
- 3 Bearing
- 4 Lockring

- 5 Piston ring-type seals
- 6 Seal drain hold
- 7 Lockring
- 8 Bearing

Figure 3-225. Bearing cage disassembly.

k Output Shaft Disassembly and Assembly.

(1) Remove the retainer ring ((1), fig. 3-231) and transfer gear (2)

(2) Remove the bearing cage assembly (3) and the bearing cage (4)

(3) Inspect the transfer gear outer bearings for wear or damage and remove, if necessary, using a bearing pulling attachment, a puller, a hydraulic puller, and a suitable spacer having an outside diameter of 4-inches and about 4-inches in length as illustrated in figure 3-232.

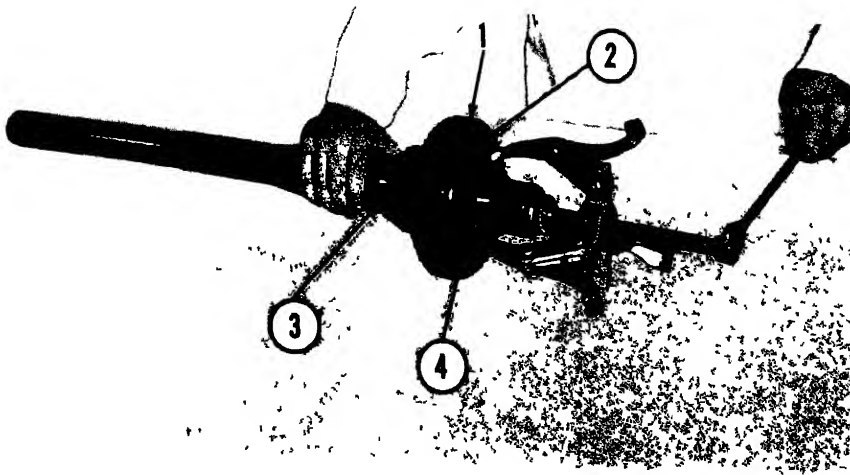
Note. The bearing cage assembly ((3), fig 3-233) and bearing cage (4) are removed as a unit from the output shaft

(4) Remove lockring (1)

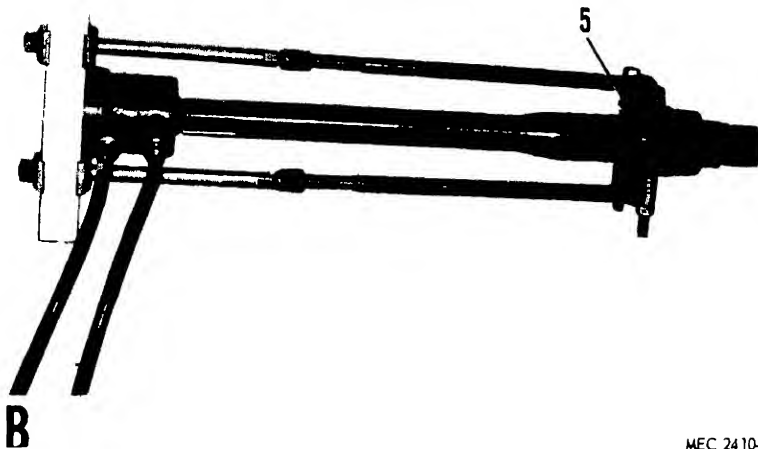
(5) Separate the bearing cage (4) from the bearing cage assembly (3).

(6) Inspect the bearing (2) in the bearing cage (4) and replace, if necessary.

(7) Inspect the piston ring-type seals (5) and replace if broken or damaged.



A



B

MEC 2410-214 35 238

- | | |
|-----------------|----------------|
| 1 No 1 sun gear | 4 Bearing race |
| 2 Lockring | 5 Bearing race |
| 3 Lockring | |

Figure 3-226 Bearing race and sun gear removal

3) The bearing outer race ((5), fig. 3-231) bearing cage assembly (3) can be removed necessary, after removing the plug ((6), fig.) and the dowel under the plug.

4) Assemble the output shaft in the reverse of disassembly.

Transfer Gear Disassembly and Assembly.
Transfer gear case has a removal cover which servicing the bevel pinion and bearings it complete disassembly of the transmission.

- 1) Remove the transmission (para 2-6).
- 2) Remove bolts ((1), fig. 3-234) bolts (2), lockring (3), cage (5), and bearing (4).

(3) Remove dowels (6) with a forcing screw (8), nut (9), washers (10) and length of pipe (11).

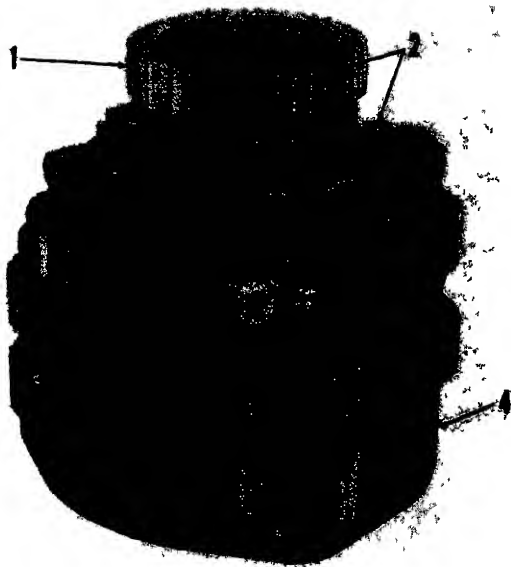
(4) Refer to figure 3-234 and remove the transfer gear case cover with a hoist as shown

(5) Remove plate ((1), fig 3-235) bolts (2), and lock (3).

(6) Place the cover on blocks and also place a block under the bevel pinion shaft to prevent damage to the teeth on the shaft when it is removed.

(7) Drive out bevel pinion (8)

(8) Inspect bearing inner race and roller assembly (4).



MEC 2410-214-35/239

- | | |
|-------------------|-----------------|
| 1 No. 4 sun gear | 3 Plates |
| 2 Bolts and locks | 4 No. 1 carrier |

Figure 3-227 No 4 sun gear removal

(9) Remove gear (5) and spacer (6).
 (10) Inspect bearing inner race and roller assembly (7) on the bevel pinion shaft. If the bearing needs to be replaced, it can be removed with a push puller and a bearing cup pulling attachment.

(11) Remove plugs ((3), (4), fig. 3-236), and the dowels beneath the plugs, then remove the bearing outer races (1) and (2)

3-47. Transmission Lubrication Junction Block

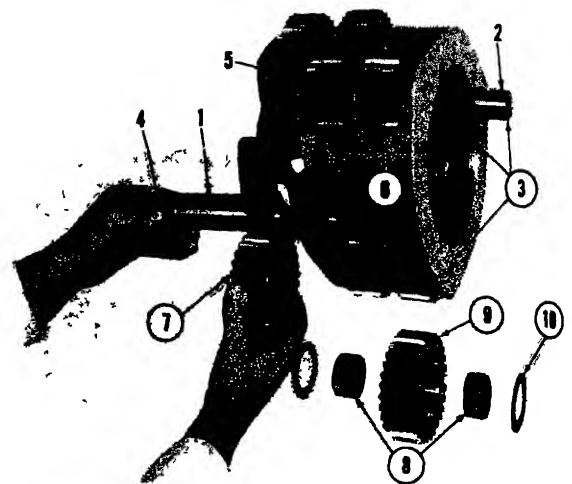
a. General. The transmission lubrication junction block, located on the front of the transmission case, directs the flow of the transmission lubricating oil

b. Removal and Installation

- (1) Remove the floor plates.
- (2) Refer to TM 5-2410-214-12 and drain the transmission lubrication system
- (3) Disconnect the junction block outlet line (fig. 3-237) and the inlet line

Caution: Cover all openings to prevent the entry of dirt or other foreign matter into the hydraulic system.

- (4) Remove the junction block.
- (5) Replace all damaged or worn parts.



A



B

ML 2410-712 5740

- | | |
|--------------------------|--------------------------|
| 1 Planet gear shaft | 6 No 1 planet gear |
| 2 Ball | 7 No 3 planet gear |
| 3 Planet gear shafts | 8 Planet gear bearings |
| 4 Ball | 9 No 2 inner planet gear |
| 5 No 2 outer planet gear | 10 Washer |

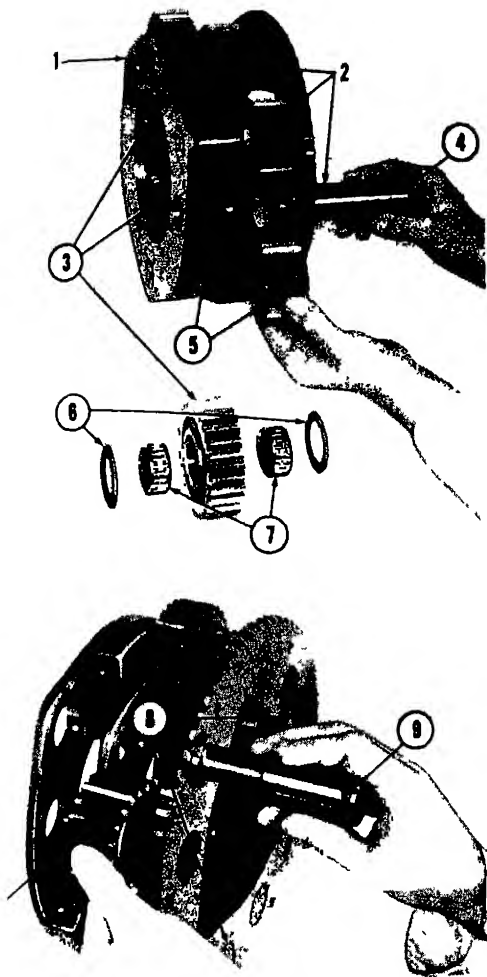
Figure 3-228 No 1 carrier disassembly

(6) Install in the reverse order of removal

3-48. Transmission Hydraulic System Testing and Adjustment

a. General The hydraulic control system oil supply (fig 3-238 is common to the entire system Tests and adjustments can be performed using individual pressure gages or a hydraulic test box. All pressure taps use 1/8-inch—27 NPT plugs except tap (I) on the junction block Use an adapter when making connections to the pressure tap (I).

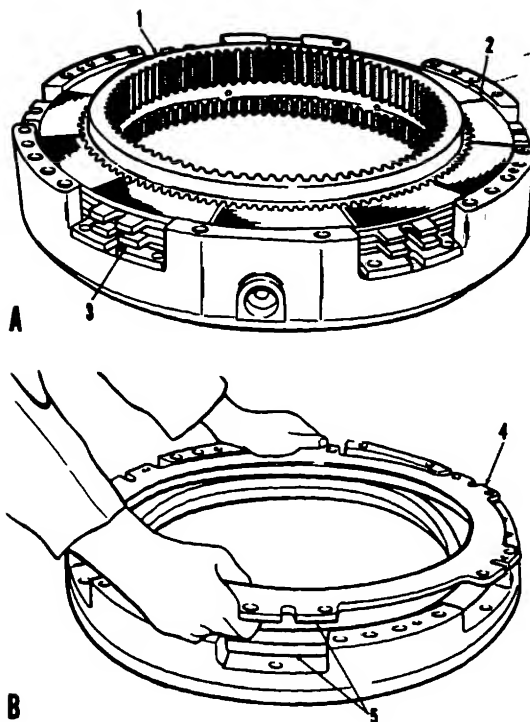
Caution: All tests and adjustments must be made with the oil in the hydraulic control system at normal operating temperature. The low and high idle engine speeds for this machine are 625 rpm and 1315 rpm respectively. It is important that the transmission hydraulic control linkage is properly adjusted before making any



VEC 2410 14 15 141

- | | |
|--------------------|---------------------------|
| carrier | 6 Washers |
| gear shafts | 7 Bearings |
| planet gears | 8 Planet gear shafts |
| | 9 Ball |
| inner planet gears | 10 No 4 outer planet gear |

Figure 3-229 No 2 carrier disassembly



VEC 2410 14 15 141

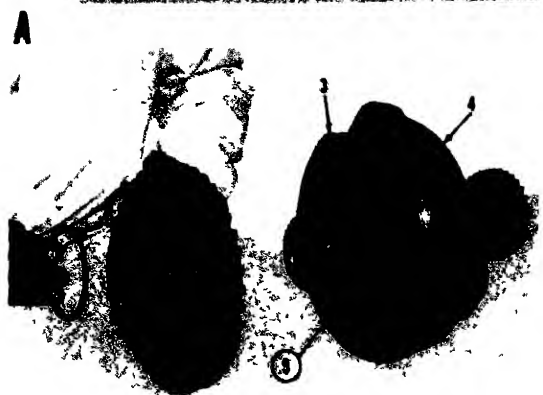
- | | |
|-----------------|----------------|
| 1 Ring gear | 4 Piston |
| 2 Disc assembly | 5 Piston rings |
| 3 Plate | |

Figure 3-230 Clutch disassembly

tests. Refer to paragraph 3-41 for linkage adjustments.

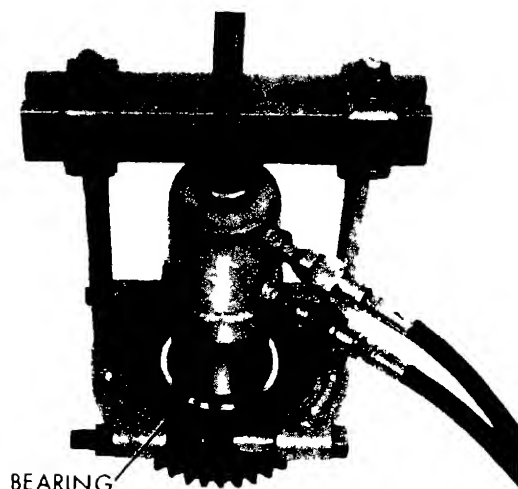
b Steering Clutch Control Tests Refer to table 3-1 and figure 3-238 to make necessary tests

c Transmission and Torque Converter Hydraulic Controls Tests Refer to table 3-2 and figure 3-238 to make necessary tests



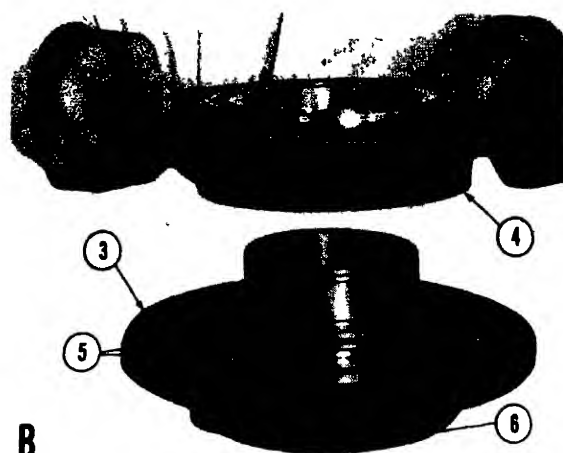
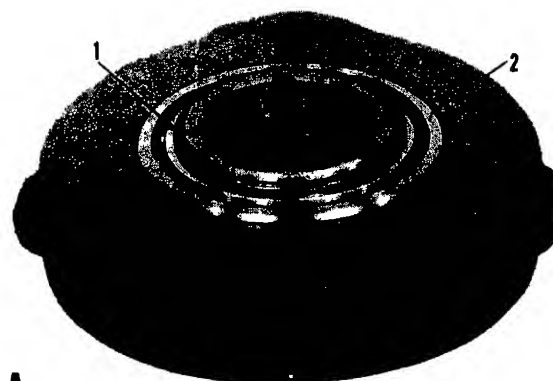
- B**
- MEC 2410-214 35 243
- | | |
|-------------------------|----------------------|
| 1 Retainer ring | 4 Bearing cage |
| 2 Transfer gear | 5 Bearing outer race |
| 3 Bearing cage assembly | |

Figure 3-231. Transfer gear removal.



MEC 2410-214 35 244

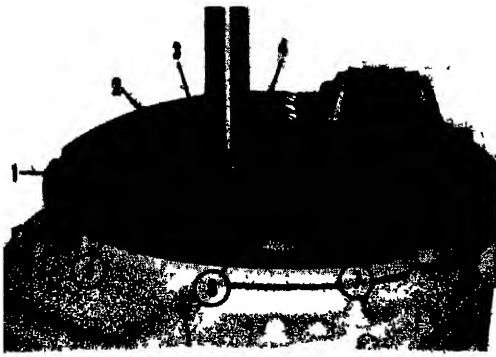
Figure 3-232. Removing transfer gear outer bearings



- B**
- MEC 2410-214 35-245
- | | |
|-------------------------|--------------------------|
| 1 Lockring | 4 Bearing cage |
| 2 Bearing | 5 Piston ring-type seals |
| 3 Bearing cage assembly | 6 Plug |

Figure 3-233. Separating cages.

Note For tractors with serial numbers 75E1301 and up, refer to tables 3-3 and 3-4 for steering clutch control tests, and transmission and torque converter hydraulic control tests



MEC 2410-214-35 244

- | | |
|----|-------------------------------|
| 8 | Locks |
| 9 | 3/8 in-16 NC forcing screws |
| 10 | Nut |
| 11 | Washer |
| 12 | 2 in length of 3/4 in id pipe |
| | Transfer gear case cover |

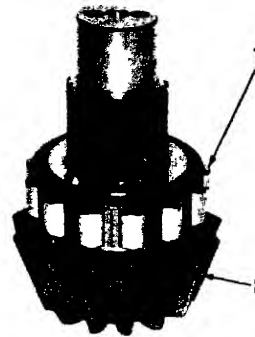
Figure 3-234. Removing cover.

Table 3-1. Steering Clutch Control Tests

Pressure	Location	Value
clutch pistons (steering clutches disengaged and at low idle).	A-F	265-300 psi
hydraulic pump (steering clutches disengaged and at low idle).	J	285-315 psi



B

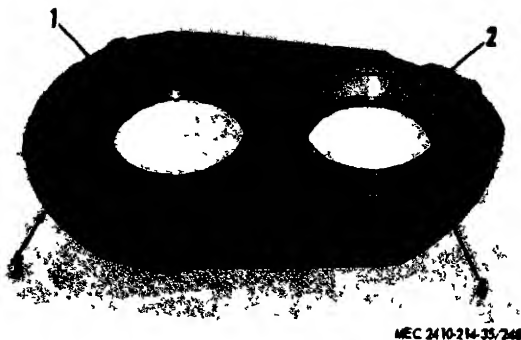


MEC 2410-214 35 247

C

- | | |
|---|--|
| 1 | Plate |
| 2 | Bolts |
| 3 | Lock |
| 4 | Bearing inner race and roller assembly |
| 5 | Gear |
| 6 | Spacer |
| 7 | Bearing inner race and roller assembly |
| 8 | Bevel pinion |

Figure 3-235. Removing bevel pinion



- 1 Transfer gear bearing outer race
- 2 Bevel pinion shaft bearing outer race
- 3 Plug
- 4 Plug

Figure 3-236. Bearing outer race removal.

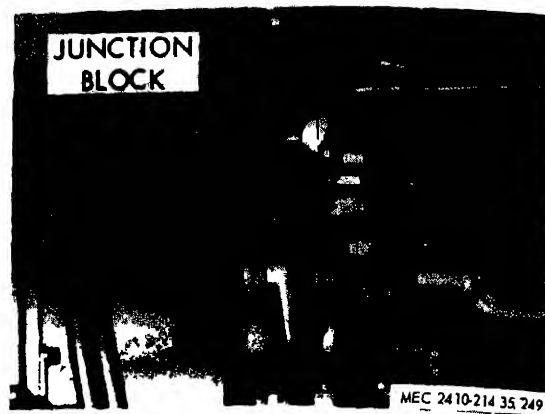


Figure 3-237. Junction block removal.

- 1 Left steering clutch oil pressure tap
- 2 Steering clutch hydraulic control
- 3 Right steering clutch oil pressure tap

steering clutch)

C
Pressure control valve
Pressure tap

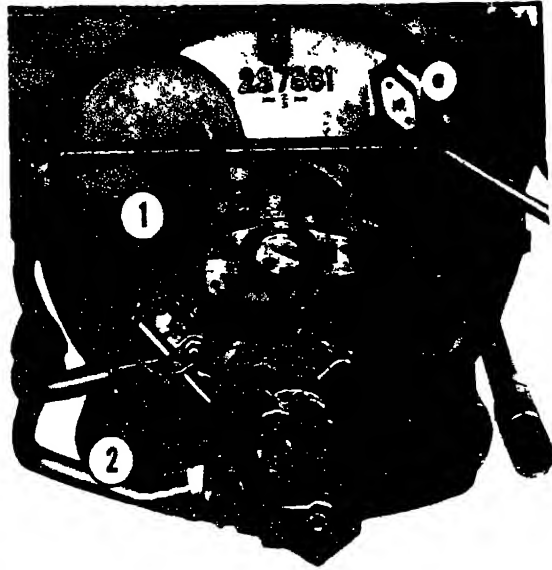
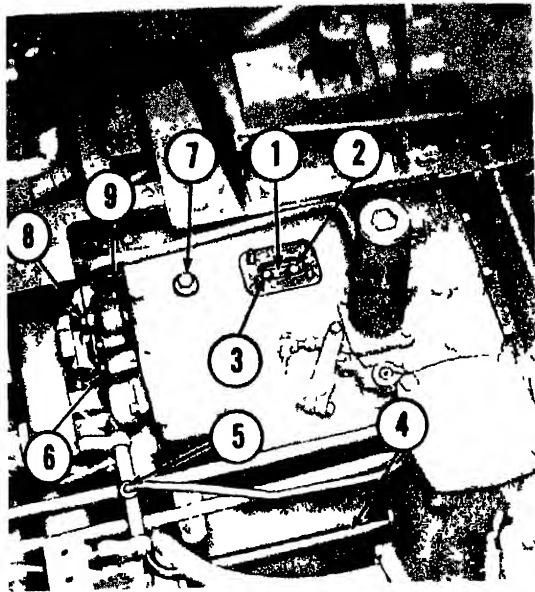
- 3 Direction clutch high and low pressure tap
- 4 Transmission case
- 5 Transmission oil pump pressure tap
- 6 Transmission lubricating oil pressure tap
- 7 Check valve dump port tap
- 8 Torque converter inlet relief valve pressure tap
- 9 Torque converter inlet relief valve

- D
1 Torque converter inlet relief valve
- 2 Pressure tap

Figure 3-238—Continued.



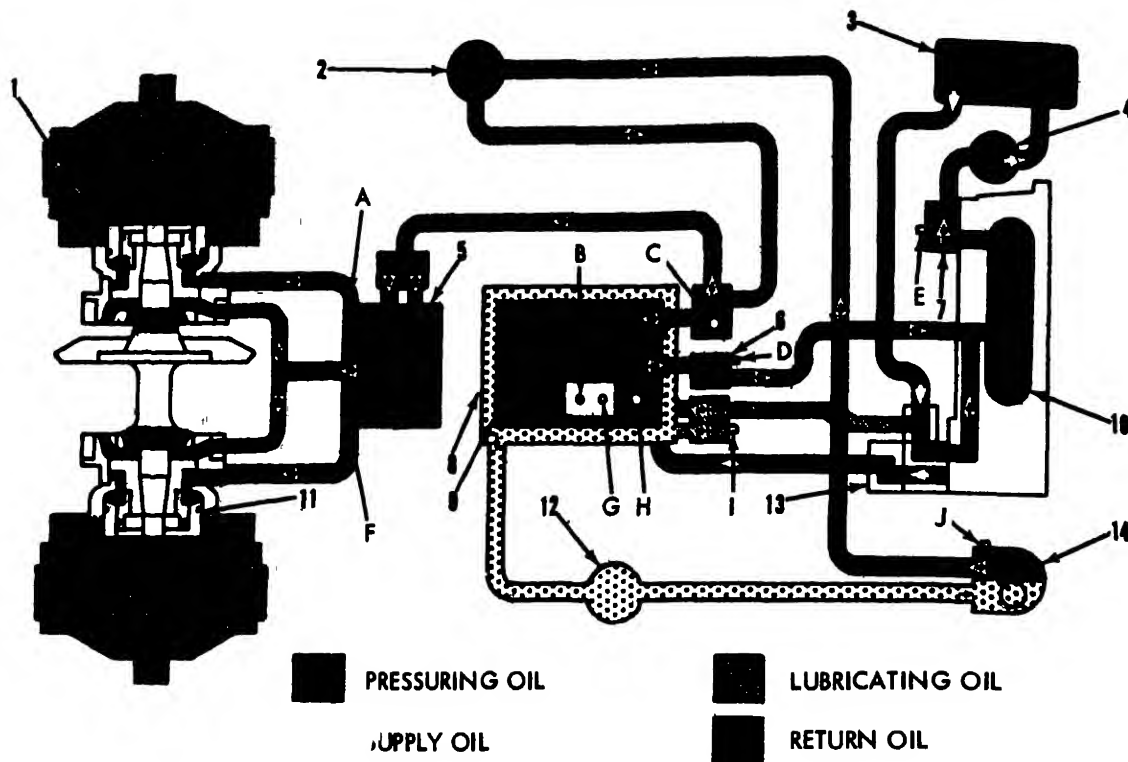
B



D

MEC 241.074 (1)

Figure 3-238 Hydraulic control system



MEC 2410-214-35/250 ②

- 1 Left steering clutch piston
- 2 Oil filter
- 3 Oil cooler
- 4 Magnetic strainer
- 5 Steering clutch hydraulic control
- 6 Torque converter inlet relief valve
- 7 Torque converter outlet relief valve
- 8 Transmission case
- 9 Transmission pressure control valve
- 10 Torque converter
- 11 Right steering clutch piston
- 12 Magnetic strainer

- 13 Scavenge and circulating pump
- 14 Oil pump (transmission and steering clutch)
- A—Left steering clutch oil pressure tap
- B—Speed clutch pressure tap
- C—Transmission oil pump pressure tap
- D—Torque converter inlet relief valve pressure tap
- E—Torque converter outlet relief valve pressure tap
- F—Right steering clutch oil pressure tap
- G—Directional clutch high and low pressure tap
- H—Check valve dump port tap
- I—Transmission lubricating oil pressure tap
- J—Oil pump pressure tap

Figure 3-238—Continued

Table 3-2. Transmission and Torque Converter Hydraulic Control Tests

<i>Pressure</i>	<i>Location</i>	<i>Value</i>	<i>Adjustment</i>
Transmission oil pump (engine at high idle and transmission selector lever in neutral).	B	285-315 psi -----	Established by initial relief valve setting.
Manual clutch (engine at low idle and clutch engaged).	G	Initial setting, 30-36 psi (to be made with check valve blocked using brass rod through dump port and hole for plug D).	Add or remove spacers from pressure modulating relief valve. Adding 5M9622 Spacer adds 15 psi. 5M9623 Spacer adds 8.5 psi. 5M9624 Spacer adds 2.5 psi.
Clutch (engine at high idle speed and clutch engaged).	B	285-315 psi -----	Established by initial relief valve setting.
Manual clutch (engine at high idle and clutch engaged).	G	50-60 psi less than speed clutch pressure reading.	None
Transmission lubrication junction block (engine high idle speed).	I	14-16 psi -----	None.
Torque converter outlet relief valve (engine at high idle speed and selector lever locked, move transmission selector lever to third range. When converter is at stall speed take reading. Engine speed at torque converter stall 1000-1060 rpm).	E	37-47 psi -----	Add or remove washers from valve. Adding 4B5270 Washers adds 6 psi.
Torque converter inlet relief valve (to be bench tested and set).	----	110-120 psi -----	Add or remove spacers. Adding 7M1397 Spacer adds 9 psi. Adding 7M1396 Spacer adds 5 psi

*Table 3-3. Steering Clutch Control Tests
(Serial Nos 75E1301-UP)*

<i>Pressure</i>	<i>Location</i>	<i>Value</i>
Steering clutch pistons (steering clutches disengaged and engine at low idle).	A-F	250-280 psi
Hydraulic oil pump (engine at high idle).	J	310-330 psi
Hydraulic pump (steering clutches disengaged and engine at low idle)	J	275-psi min

Table 3-4. Transmission and Torque Converter Hydraulic Control Test (Serial Nos. 75E1301-UP)

Pressure	Location	Value	Adjustment
Transmission oil pump (engine at high idle and transmission selector lever in neutral).	J	310-330 psi -----	None
Speed clutch (engine at high idle speed and clutch engaged).	B	300-330 psi -----	Add or remove spacers (5M9622, 5M9623, 5M9624) located inside piston in the pressure control valve assembly.
			Spacer Change in psi
			5M9622 15.0
			5M9623 8.5
			5M9624 2.5
Directional clutch (engine at high idle speed and clutch engaged).	G	50-60 psi less than speed clutch pressure reading.	None
Transmission lubrication junction block (at engine high idle speed).	I	9-15 psi -----	None.
Torque converter outlet relief valve (with engine at high idle speed and transmission selector lever in neutral).	E	37-47 psi -----	Add or remove washers from valve. Adding 4B5270 washers adds 6 psi. Note. If engine is below the listed values, check engine performance. If engine speed is above the listed values, the converter may have to be disassembled and the causes for loss of efficiency determined.
	D	109-121 psi -----	Attach pressure gage at top (E) and a pressure oil line to inlet port. Supply oil at a rate of 4-6 GPM to the inlet port. Add or remove spacers located inside valve spool to maintain correct pressure while bypassing the 4-6 GPM through the outlet port. Adding spacer (7M1397) adds 9 psi, and spacer (5M3492) adds 5 psi.

Section VIII. STEERING CLUTCHES, BRAKES AND BEVEL GEAR

3-49. General

This section contains information on the brakes, steering clutches, steering clutch hydraulic controls, and bevel gear.

3-50. Brakes

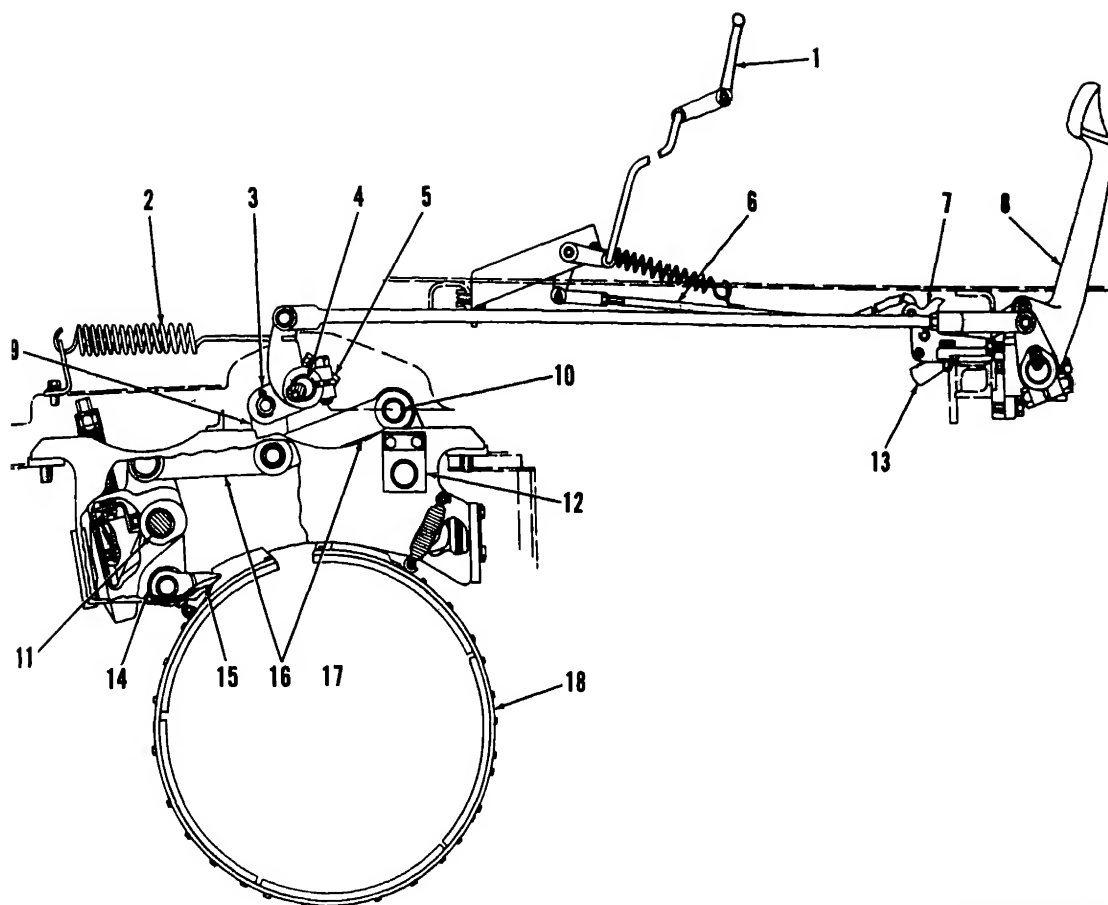
a. General Two contracting-band-type brakes, which operate independently of one another, are used to supplement the action of the steering clutch or to stop the tractor. Either or both brakes can be held in the locked position by the brake lock pawls ((7), fig 3-239). These pawls are actuated by a single hand lever. The operation of both brakes is the same. When the brake pedal (8) is depressed, the brake control linkage moves the brake control lever (5) forward. The brake shaft (4) and brake lever (3) rotate and pull up on the brake link (9). This flattens the brake toggle links (16) and causes the brake strut support lever assembly (10) and the brake lever assembly (14) to rotate about the brake lever shafts (11 and 12). The struts (15) and (17) are forced against the lugs on the brake band

(18), causing the band to contract on the steering clutch outer drum. When the brake pedal is released, the spring (2) returns the brake pedal, linkage and brake band to the unapplied position. The parking brake is engaged by depressing either or both brake pedals and pushing the parking brake lever (1) down. This moves the parking brake linkage (6) forward, engaging the pawl (7) with the ratchet (13). The brakes are held in the applied position by the pawls that hold the brake linkage in the engaged position.

Caution: The brake pedals should be depressed before the lever (1) is pulled upward to release the brakes. This will prevent damage to the ratchet teeth or the pawl.

b. Removal and Installation

- (1) Remove the fuel tank (para 3-24)
- (2) Remove rear support ((1), fig 3-240)
- (3) Remove bolts (3) and cover (2)
- (4) Disconnect the brake rod attached to the brake control lever (4).



MEC 2410-214-35/251

- | | | | |
|---|-----------------------|----|------------------------------------|
| 1 | Parking brake lever | 10 | Brake lever assembly |
| 2 | Spring | 11 | Brake lever shaft |
| 3 | Brake lever | 12 | Brake lever shaft |
| 4 | Brake shaft | 13 | Ratchet |
| 5 | Brake control lever | 14 | Brake strut support lever assembly |
| 6 | Parking brake linkage | 15 | Brake band strut |
| 7 | Brake lock pawl | 16 | Brake toggle link |
| 8 | Brake pedal | 17 | Brake band strut |
| 9 | Brake link | 18 | Brake band |

Figure 3-239 Brake operation

-) Remove the pin and cotter pin (6) securing the brake link to the brake lever (7).
-) Remove brake lever return spring (8).
-) Remove bolts (9) and steering clutch (5).
-) Remove the bolts securing brake engaging mechanism to the bevel gear case, and lift engaging mechanism to the bevel gear case, 't the engaging mechanism straight up.

Note The brake band struts (1), fig 3-241 will go from the brake band. Be sure the struts engage lugs (2) on the brake band at the time of tion.

-) Install in reverse order of removal

Note If the brake engaging mechanism has been nabled and parts replaced, adjust the mechanism ribed in *d* below.

- (10) Tighten bolts ((9), fig 3-240) securing steering clutch cover (5) to the bevel gear case, to 100 ± 5 lb-ft

c Disassembly and Reassembly

- (1) Remove the adjusting screw socket assembly ((2), fig 3-242)

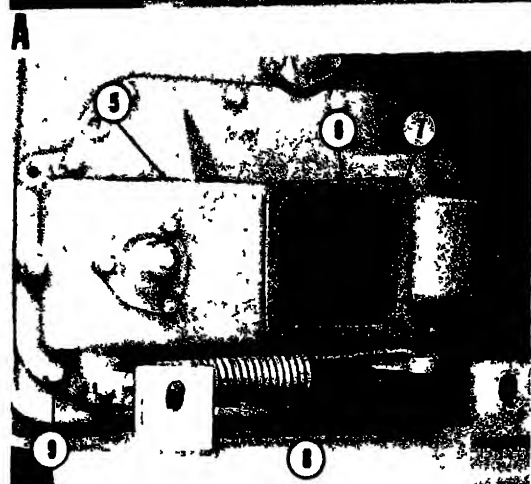
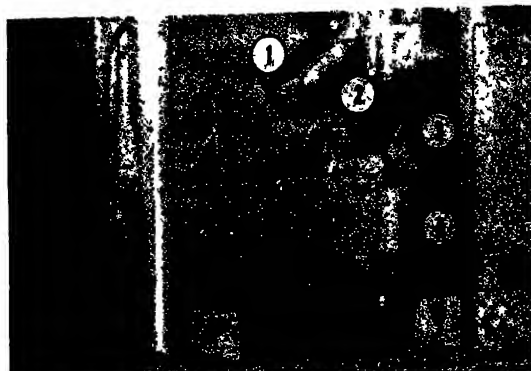
- (1) Remove brake lever shaft (1) which joins the brake lever (17) and the brake strut support assembly (13) and secures them to the brake linkage support assembly (3).

- (3) Remove brake lever shaft (4).

- (4) Remove the retaining ring and pull the pin (6) securing the brake toggle links (8) and (9) to the brake link (5).

- (5) Remove brake toggle link (9) and front brake lever assembly (12) as a unit

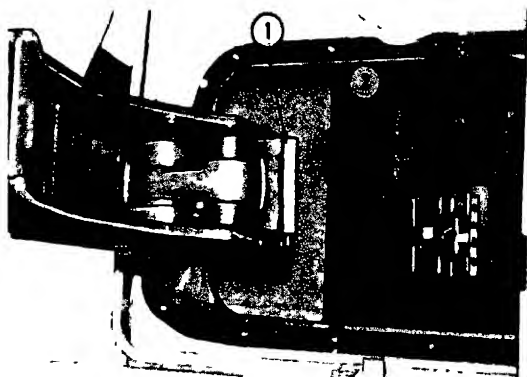
- (6) Guide the links (8) between the two



MEC 2410-214-35 252

- | | |
|-------------------------|----------------------|
| 1 Rear support | 6 Pin and cotter pin |
| 2 Cover | 7 Brake lever |
| 3 Bolts | 8 Spring |
| 4 Brake control lever | 9 Bolts |
| 5 Steering clutch cover | |

Figure 3-240 Preparing to remove brake engaging mechanism



MEC 2410-214-35 253

- | | |
|---------|-------|
| 1 Strut | 2 Lug |
|---------|-------|

Figure 3-241 Brake engaging mechanism removed.

support assembly braces, and lift off the support assembly (3).

(7) Remove bolts (7) securing shim pack (10) and stop (11) to support assembly (3).

(8) Remove the pins (14) that secure the brake toggle links (8 and 9) to the brake lever assemblies (12), and remove the toggle links.

(9) Remove pins (15) securing brake struts (16) to strut support assembly (13) and brake lever (12).

(10) Inspect bearings (2), (3), (4), and (6), fig. 3-243 in lever assemblies (1) and (5), and strut support (7). Replace bearings if they are worn or damaged.

Note. An arbor press can be used to facilitate all bearing removal and installation.

(11) Place adjusting screw ((1), fig. 3-244) in as low a position as is necessary to remove wedge support (4) and brake adjustment wedge (5).

(15) Remove adjusting screw (1), bolt (3), which secures wedge support (4) to brake lever (2), and adjusting wedge (5).

(13) Remove bolt (6) and adjusting screw spring (7) from adjusting wedge.

(14) Remove bolt (5), fig. 3-245 securing the brake lever (6) to the brake shaft (1) in steering clutch cover (8).

(15) Slide the lever (6) along the shaft (1) toward the needle bearing (7). Remove the key (10).

(16) Pull the brake control lever (2), shaft (1) and key (13) as a unit and lift out the lever (6) and washer (11). Inspect the needle bearings (7) and (12) for damage or excessive wear. Replace if necessary.

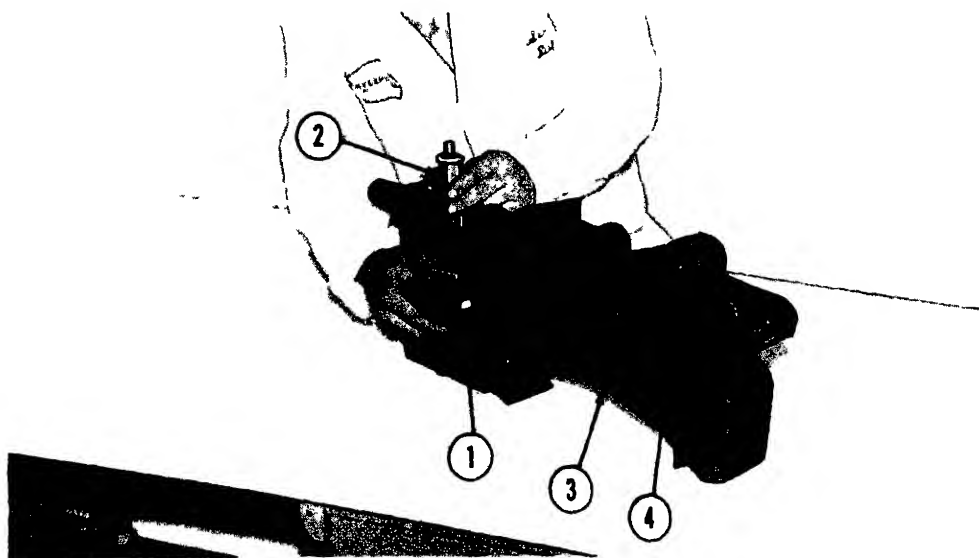
Note A suitable drift pin can be used to facilitate needle bearing removal and installation, after removing the plug (9). Drive in the new needle bearings from the stamped end to the dimensions show. Fill the needle bearing compartments with an approved ball and roller bearing lubricant. Stake the plug (9) in three places to secure it to the steering clutch cover at assembly.

(17) Inspect the oil seal (4) for damage. Replace if necessary.

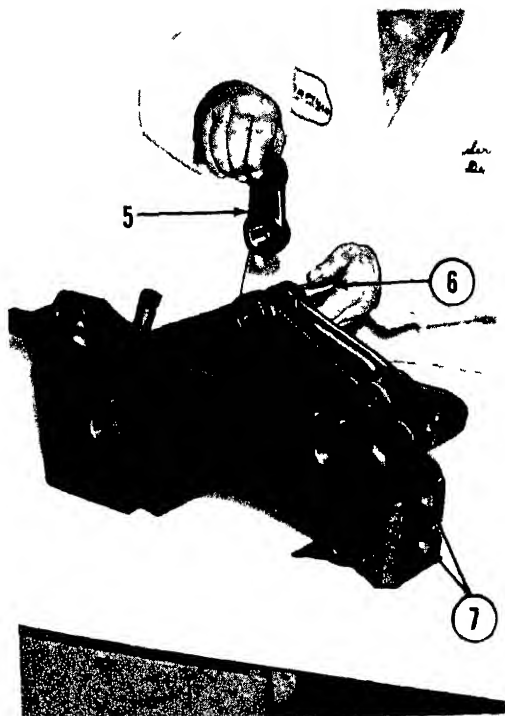
Note. Install the seal with the lip away from the needle bearing (12). Before installation, lubricate the lip with an approved ball and roller bearing lubricant. Assemble seal to the shoulder at the bottom of the counter-bore.

Inspect the Washers (3) and (11) for damage or excessive wear. Replace if necessary.

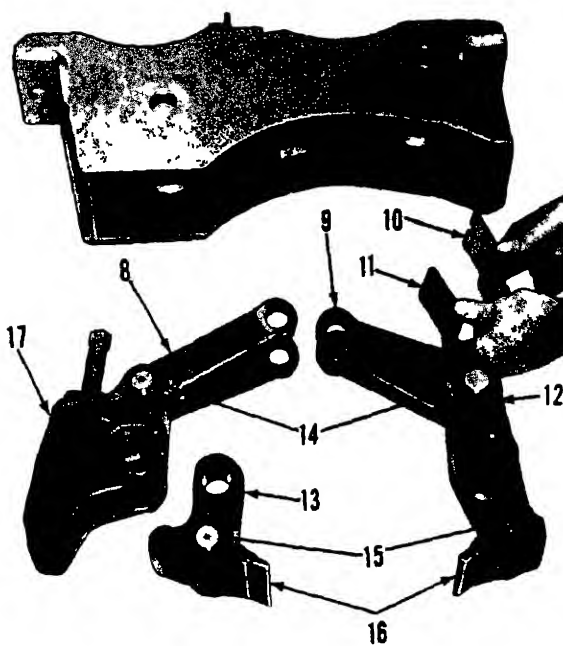
(18) Reassemble in reverse order of disassembly.



A



B



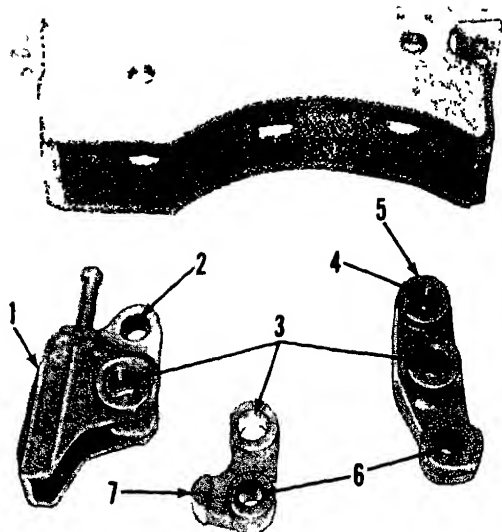
C

MEC 2410.214 35 254

- 1 Brake lever shift
- 2 Adjusting screw socket assembly
- 3 Brake linkage support assembly
- 4 Brake lever shaft
- 5 Brake link
- 6 Pin
- 7 Bolts
- 8 Brake toggle link
- 9 Brake toggle link

- 10 Shim pack
- 11 Stop
- 12 Brake lever assembly
- 13 Strut support assembly
- 14 Pins
- 15 Pins
- 16 Struts
- 17 Brake lever assembly

Figure 3-242. Brake engaging mechanism disassembly



MEC 2410-214-35 255

- | | |
|----------------|-----------------|
| 1 Brake lever | 5 Brake lever |
| 2 Bearing | 6 Bearings (2) |
| 3 Bearings (5) | 7 Strut support |
| 4 Bearings (2) | |

Figure 3-243. Brake lever bearings.

Note Refer to *d* below for adjustment of brake engaging mechanism prior to installation in the steering clutch and bevel gear case

d. Adjustment

(1) Install a wood block as shown in figure 3-246 and turn the adjusting screw clockwise until the lever assemblies are firmly against their stops

(2) Lift brake link with a pull of approximately 30 pounds

(3) Measure the distance "A" from the top of the pin, which joins the brake link to the brake toggle links, to the milled flat on the support assembly

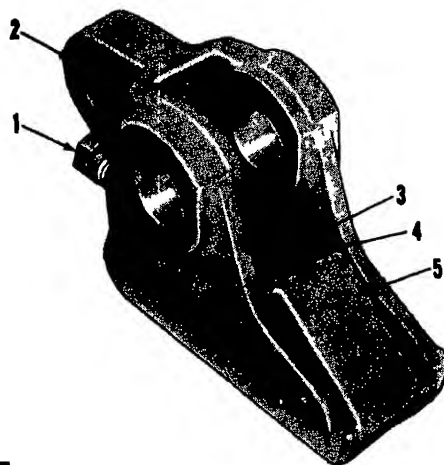
(4) Add or remove shims behind the stop to obtain a distance "A" of 0.71-inch to 0.75-inch

(5) Install the support assembly in the steering clutch and bevel gear case (*a* above).

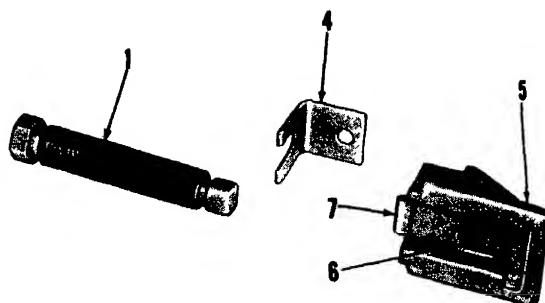
(6) Turn the adjusting screw socket assembly until the brake band is tight on the steering clutch outer drum. Back off the socket assembly the number of turns given in paragraph 1-4.

(7) Install the remaining brake linkage.

(8) The parking brake lever ((1), fig. 3-247) can be adjusted by disengaging the parking brake and adjusting the parking brake linkage (4) to obtain dimension (B), which is the distance between the front face of the seat arm rest



A

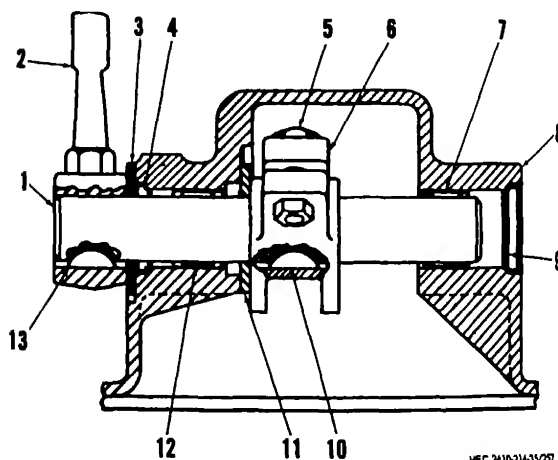


MEC 2410-214-35 256

B

- | | |
|-------------------|--------------------------|
| 1 Adjusting screw | 5 Adjusting wedge |
| 2 Brake lever | 6 Bolt |
| 3 Bolt | 7 Adjusting wedge spring |
| 4 Wedge support | |

Figure 3-244. Brake adjusting mechanism.



MEC 2410-214-35 257

- | | |
|-----------------------|-------------------------|
| 1 Brake shaft | 8 Steering clutch cover |
| 2 Brake control lever | 9 Plug |
| 3 Washer | 10 Key |
| 4 Oil seal | 11 Washer |
| 5 Bolt | 12 Needle bearing |
| 6 Brake lever | 13 Key |
| 7 Needle bearing | |

Figure 3-245. Disassembling clutch cover brake linkage.

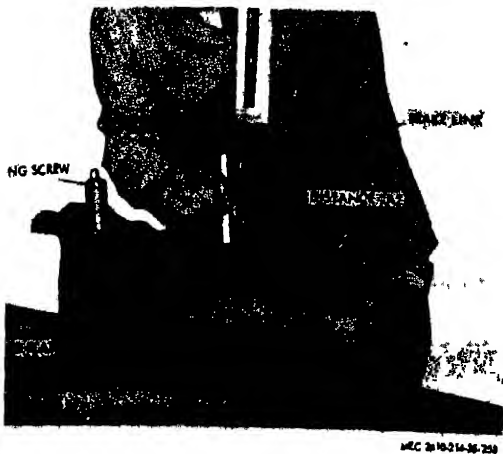
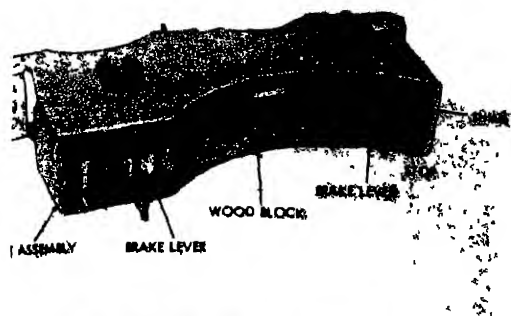
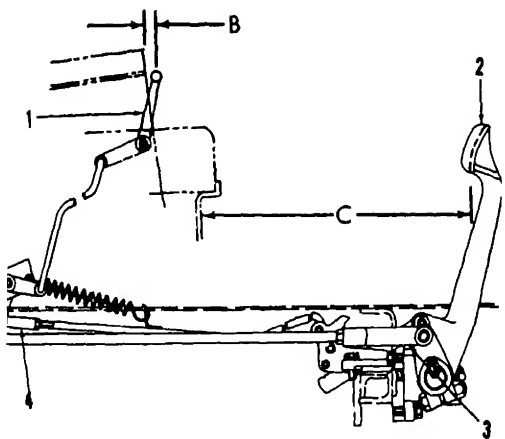


Figure 3-246. Adjusting brake engaging mechanism.

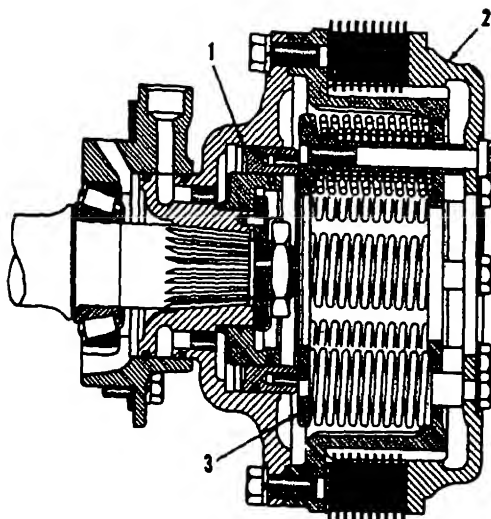


MEC 2410-214-35/259

- | | |
|-----------------------|-------------------------|
| 1 Parking brake lever | 3 Brake linkage |
| 2 Brake pedal | 4 Parking brake linkage |

Figure 3-247. Adjusting brake linkage.

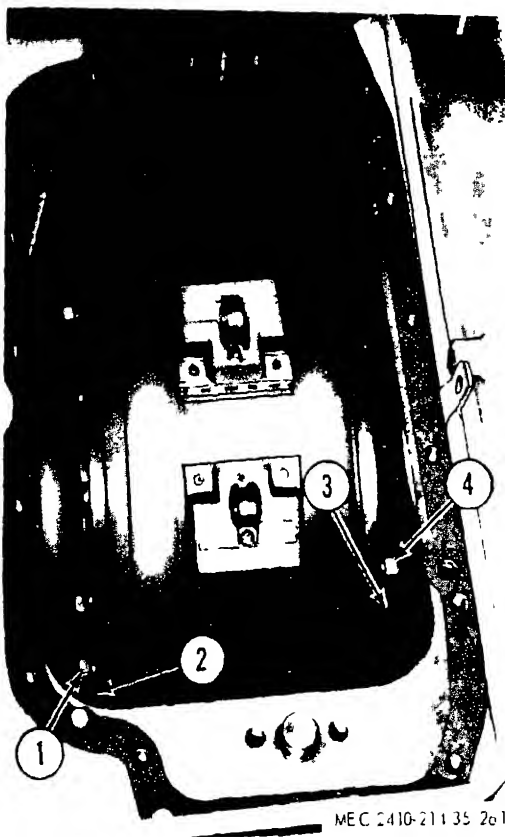
Adjust the centerline of parking brake lever (1-4). The brake pedal (2) can be adjusted engaging the parking brake and adjusting the parking brake linkage (3) to dimension (C) which is the distance between the front face of the seat and the rear face of the brake pedal (1-4).



MEC 2410-214-35/260

- | |
|-----------------------------------|
| 1 Steering clutch piston |
| 2 Steering clutch pressure plate |
| 3 Steering clutch spring retainer |

Figure 3-248. Steering clutch operation.



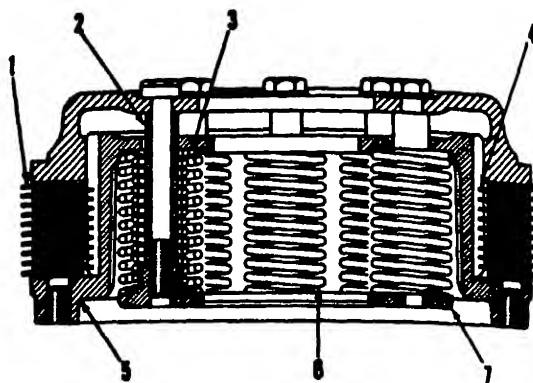
MEC 2410-214-35-261

- | |
|--------------------------------------|
| 1 Bolts |
| 2 Steering clutch driving hub |
| 3 Steering clutch driven drum flange |
| 4 Bolts |

Figure 3-249. Preparing to remove steering clutch assembly.

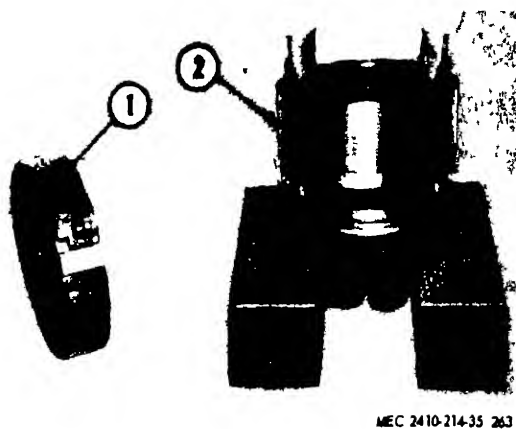


Figure 3-250. Removing steering clutch assembly.



- 1 Clutch disc assembly
- 2 Clutch spring sleeve
- 3 Clutch spring
- 4 Clutch driving disc
- 5 Steering clutch inner drum
- 6 Clutch spring
- 7 Steering clutch spring retainer

Figure 3-252. Cross-section of clutch assembly.



- 1 Brake band
- 2 Steering clutch driven drum (outer drum)

Figure 3-251. Removing outer drum.

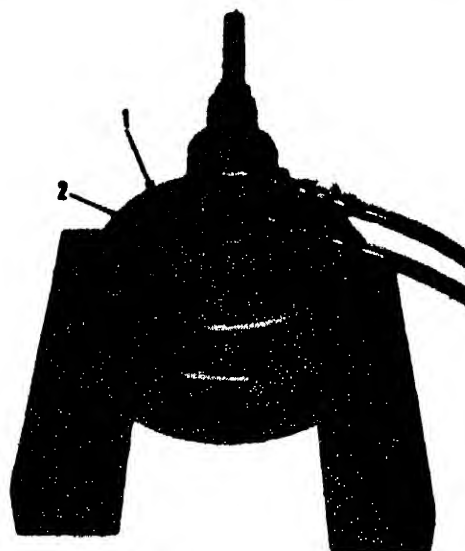
3-51. Steering Clutches

a. General.

(1) The multiple disc, oil-type steering clutches are held in engagement by springs, and are disengaged hydraulically.

(2) The steering clutch disc assemblies have teeth on the outer diameter which mesh with splines in the outer drum. The steering clutch driving discs have lugs on the inside diameter which interlock with the tapered recesses of the inner drum.

(3) The steering clutches are disengaged by oil pressure acting behind the steering clutch piston ((1), fig. 3-248) which causes the piston to move outward against the steering clutch



- 1 Steering clutch pressure plate
- 2 Plate

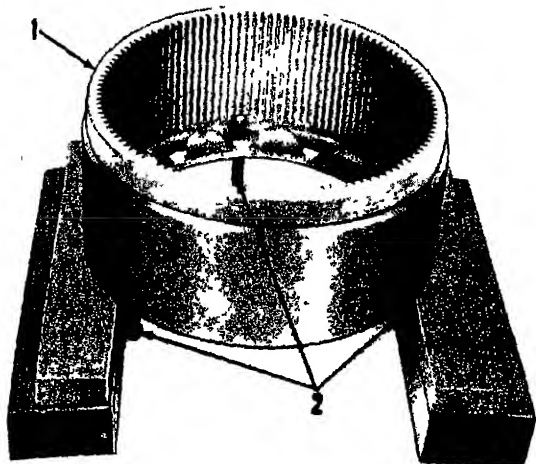
Figure 3-253. Holding steering clutch spring in compression.

spring retainer (3). This moves the steering clutch pressure plate (2) out of contact with the discs to disengage the clutch.

b. Removal and Installation.

(1) Remove the fuel tank, (para 3-24) the rear crossmember, and brake engaging mechanism (para 3-50)

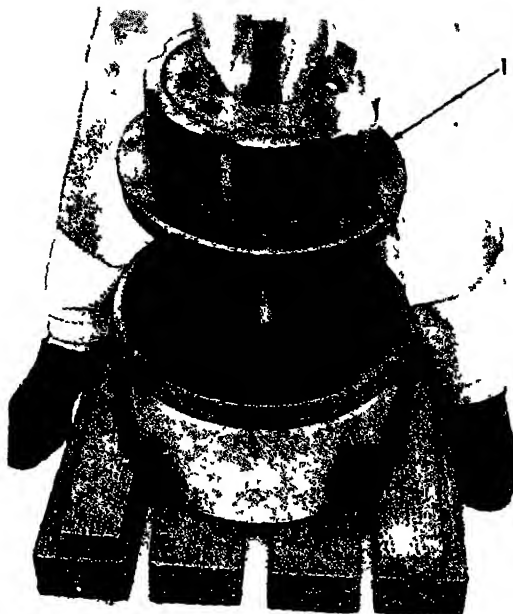
(2) Rotate the track by placing a hydraulic jack under track grouser and remove the bolts ((1), fig. 3-249) by bolts (4).



MEC 2410-214 35 266

- 1 Steering clutch driven drum (outer drum)
- 2 Forcing screws

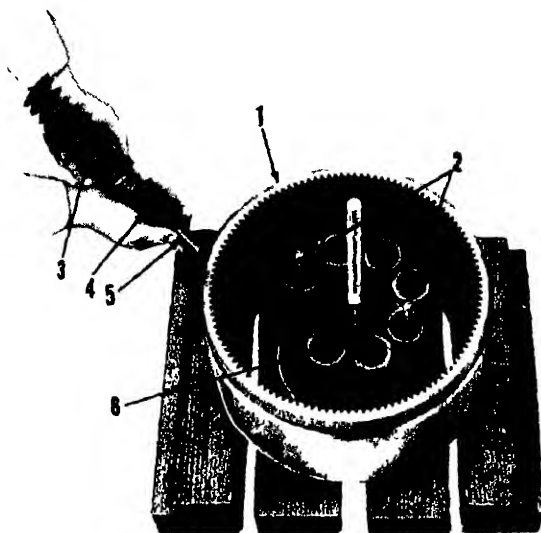
Figure 3-254. Preparing to assemble clutch assembly.



MEC 2410-214-35 268

- 1 Steering clutch inner drum

Figure 3-256. Installing inner drum.

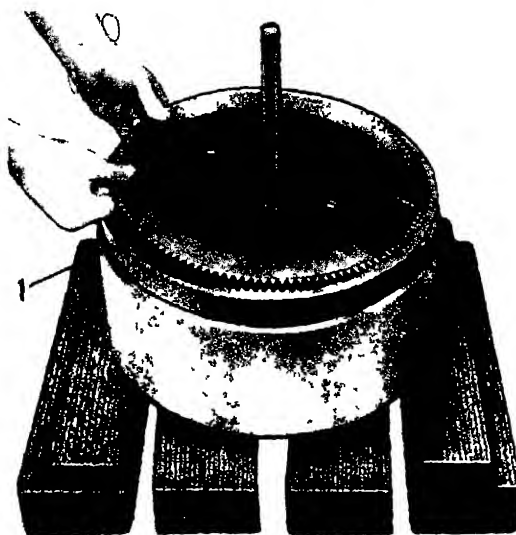


MEC 2410-214-35 267

- Steering clutch driven drum (outer drum)
- Guide pins
- Large clutch spring
- Small clutch spring
- Clutch spring sleeve
- Clutch spring retainer

Figure 3-255. Assembling springs and sleeves to retainer

Note. To prevent the possibility of the outer drum slipping off the steering clutch driven drum flange ((3), 1-249) and the inner drum slipping off the steering driving hub (2), causing steering clutch assembly to pop, leave two bolts (1) securing the inner drum to the hub until a sling is attached. The bolts holding the inner drum to the flange can be removed, replaced, and inserted through the opening in the side of the steering drum and bevel gear case, after removing the plug. Remove the steering clutch assembly after each bolt is removed to gain access to the next one.



MEC 2410-214-35 269

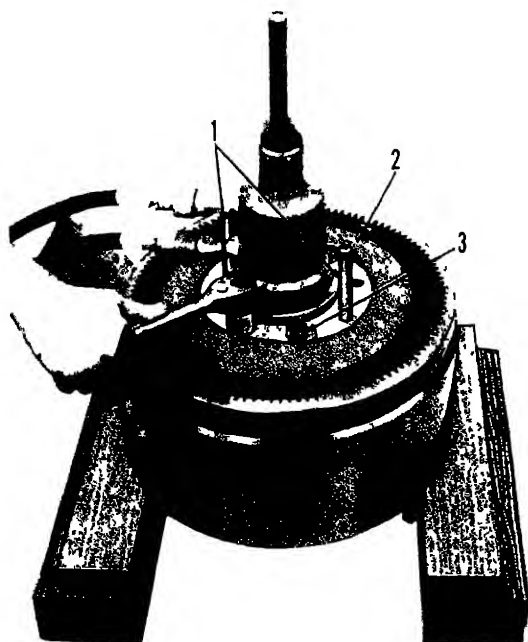
- 1 Installing clutch disc assemblies

Figure 3-257. Installing clutch disc assemblies

(3) Attach a suitable hoist and sling to the brake band and pry the outer drum away from the flange.

(4) Remove the two bolts securing the inner drum to the hub pry the drum away from the hub, and remove the steering clutch assembly as shown in figure 3-250

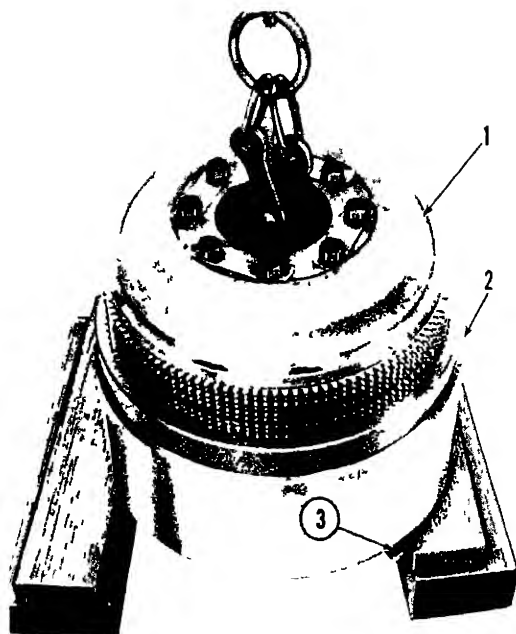
Caution: Keep the steering clutch assembly level since the clutch is free to slide out of the outer drum.



MEC 2410-214 35 270

- 1 Guide pins
- 2 Steering clutch pressure plate
- 3 Bolts

Figure 3-258. Compressing steering clutch springs

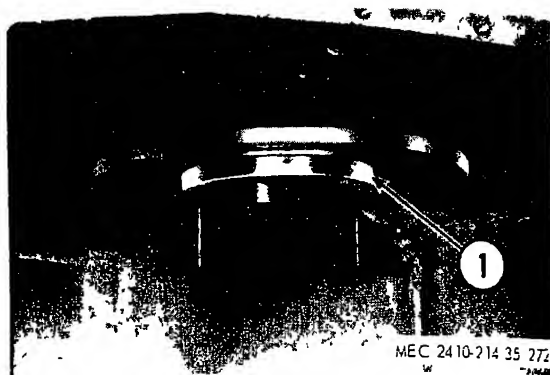


MEC 2410-214 35 271

- 1 Steering clutch assembly
- 2 Steering clutch driven drum (outer drum)
- 3 Forcing screws

Figure 3-259. Removing steering clutch assembly from outer drum

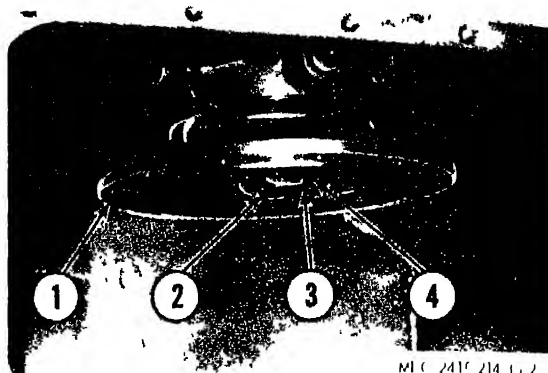
(5) Before installing the steering clutch assembly, inspect the splines of the outer drum and the teeth of the discs for roughness and excessive wear. Replace if not reusable.



MEC 2410-214 35 272

- 1 Steering clutch piston

Figure 3-260. Removing steering clutch piston.



MEC 2410-214 35 273

- 1 Steering clutch driving hub
- 2 Steering clutch shaft
- 3 Retaining nut
- 4 Retaining washer

Figure 3-261. Preparing to remove hub retaining hub



MEC 2410-214 35 274

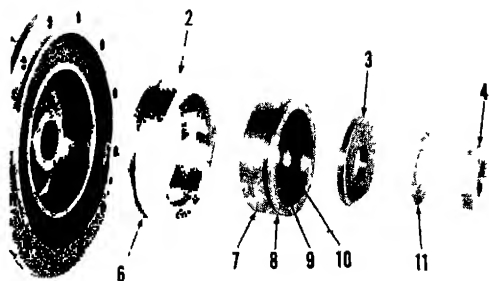
- 1 Bolts
- 2 Wrench socket

Figure 3-262. Removing hub retaining nut

Note The following procedure will permit the flange on the pinion shaft and the steering clutch outer drum to draw together without binding at the time of installation.

(6) Install one bolt that secures the outer drum to the flange, but do not tighten the bolt too tight.

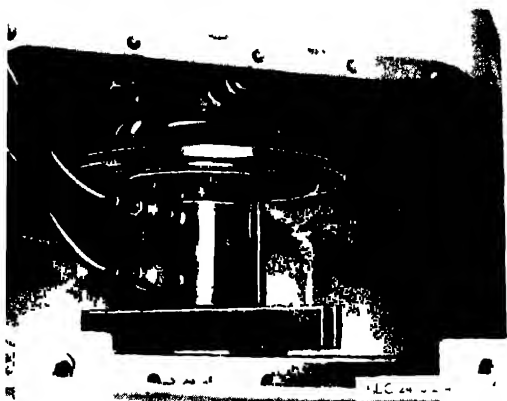
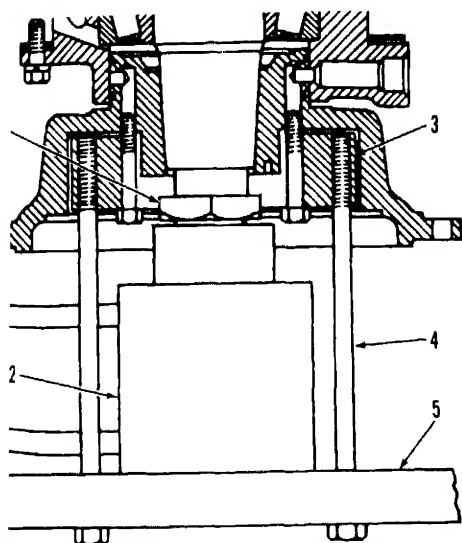
(7) Rotate the steering clutch 180° by moving the machine or the sprocket.



MEC 2-10-714 35 275

- 1 Steering clutch driving hub
- 2 Steering clutch piston
- 3 Retainer washer
- 4 Retaining nut
- 5 Seal ring
- 6 Seal ring
- 7 Steering clutch piston pilot
- 8 Seal ring
- 9 Preformed packing
- 10 Groove
- 11 Lock

3-263 Steering clutch hub assembly (exploded view).



- Retaining nut
- Puller
- Hydraulic puller
- 4 Bolt
- 5 Push puller

Figure 3-264. Pulling hub.

(8) Install a second bolt that secures the outer drum to flange tighten this bolt securely.

(9) Complete the installation in reverse order of removal. Torque the bolts ((1), fig. 3-249) and (4) to the value given in paragraph 1-4

(10) Refer to paragraph 3-50 and adjust the brakes.

c. Disassembly.

Note. Position the steering clutch assembly on blocks, allowing at least 5 inches of clearance

(1) Remove the brake band ((1), fig. 3-251) from the outer drum (2).

(2) Remove the outer drum from the steering clutch assembly.

Note. The overall thickness of ten new disc assemblies and nine new driving discs is given in table 1-2. If the overall thickness is less than the minimum overall width, they should be replaced

(3) Place the plate on the bolt, insert the bolt through the center of the steering clutch assembly and place the plate ((2), fig 3-253), over the bolt.

(4) Place a hydraulic puller over the bolt so that the base is against the plate. Extend the ram about 1½-inches

(5) Install a heavy washer and a nut onto the bolt and tighten it until it is against the puller

(6) Apply just enough pressure with the puller to hold the clutch springs compressed and remove the bolts

(7) Relieve the pressure on the puller and remove the puller and the steering clutch pressure plate ((1), fig 3-253)

(8) Remove the clutch disc assemblies ((1), fig 3-252) and the clutch driving discs (4) from the inner drum (5), numbering the disc assemblies and discs as they are removed

Note If the same driving discs are reused, they must be replaced on the inner drum with the same face up, but better wear distribution can be obtained if they are switched from the top to the bottom of the clutch stack

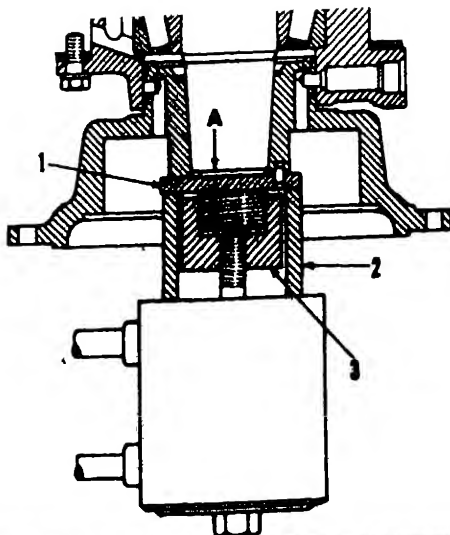
(9) Remove the clutch springs (3) and (6) and the clutch spring sleeves (2)

(10) The steering clutch spring retainer (7), over which the springs and sleeves are placed, can now be removed

Note Before assembly, check the discs for warping and check, also, the disc assemblies for excessive wear and roughness. Inspect for broken springs and excessive wear on retainer

d. Assembly

Note To prevent the first clutch disc assembly from dropping below the end of the splines on the outer drum



- 1 Retainer washer
2 Spacer
3 Adapter
A—Dimension to be checked

Figure 3-265. Installing hub.

((1), fig 3-254) insert three 5/8-inch-11 (NC) forcing screws (2) in the bolting flange of the outer drum, until they touch the splines

(1) Place the outer drum ((1), fig 3-254) on blocks as a guide to assemble the disc assemblies and discs onto the inner drum ((1), fig. 3-256)

(2) Install two 5/8-inch-11 (NC) guide pins ((2), fig 3-255) into the clutch spring retainer (6)

(3) Insert the bolt through the plate and place the retainer on the plate and over the bolt. Place this assembly into the outer drum on blocks about 2 inches lower than the outer drum.

(4) Insert the clutch spring sleeves (5) into the smaller clutch springs (4), and then place the small springs and sleeves into the large clutch springs (3).

(5) Place the springs and sleeves over the bosses on the retainer.

(6) Place the inner drum ((1), fig. 3-256) on the guide pins and over the spring and sleeve assemblies as shown.

(7) Install the clutch discs, starting with a clutch disc assembly ((1), fig. 3-257) followed by a clutch driving disc. Alternate from one to the other until all are installed.

Note. If new driving discs are installed, no precaution is necessary as to which face is up. If the same discs are installed, they must be replaced with the same face up, and the top discs should be switched to the bottom of the stack.

(8) Place plate (2, fig. 3-258) over the clutch discs. Use the two guide pins (1) to align the holes in the plate with the tapped holes in the retainer.

(9) Install as many of the retaining bolts (3) and locks as possible to serve as guides for the spring and sleeve assemblies.

(10) Compress the springs with the same tool arrangement used to disassemble the clutch assembly, and tighten the retaining bolts.

(11) Remove the compressor tools and guide pins and install the remaining bolts. Torque all the bolts to 600-800 lb-ft and bend the metal locks.

(12) Using a suitable lifting hook, remove the steering clutch assembly ((1), fig 3-259) from the outer drum. Invert the outer drum, remove the forcing screws (3) and replace the outer drum on the steering clutch assembly

(13) Install the brake band

3-52. Steering Clutch Driving Hub

a Removal and Installation

(1) Install two 5/16-inch-18 (NC) bolts approximately 3-inches long in the steering clutch piston ((1), fig. 3-260). Remove the piston by pulling toward the outside of the tractor

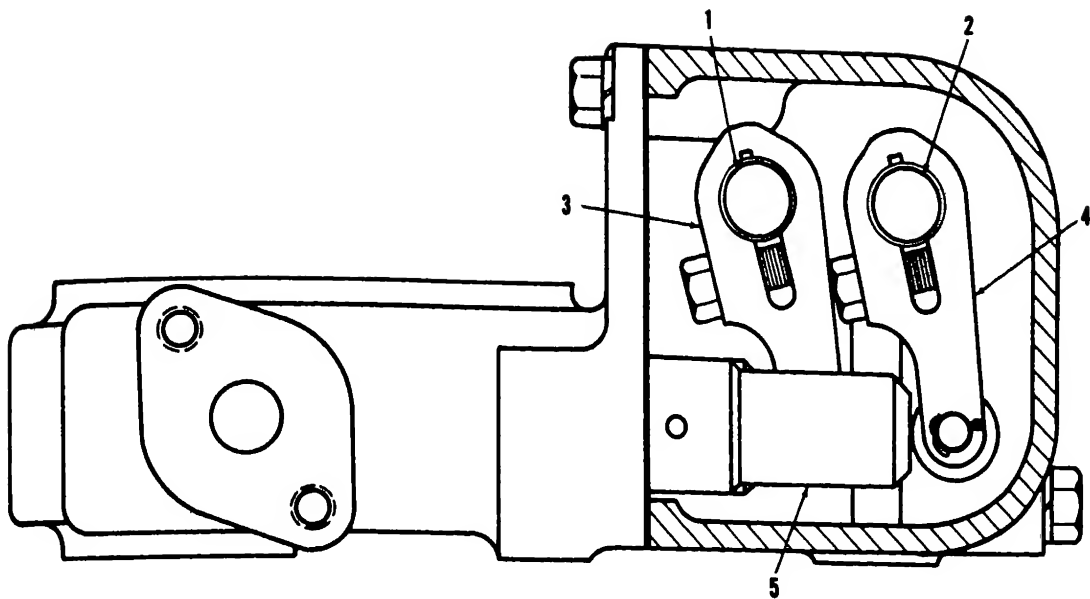
(2) Straighten the lock (11) figure 3-263) securing the hub retaining nut ((3), fig 3-261)

(3) Remove the retaining nut (3)

Note To facilitate nut removal, with both steering clutches removed, install two 5/8-inch-11 (NC) bolts ((1), fig 3-262) approximately 3 inches long, into the opposite clutch hub clearance holes and insert a bar to retain the steering clutch shaft ((2), fig 3-261). Using the wrench ((2), fig 3-262) remove the retaining nut. This procedure can be used when installing the retaining nut, after placing the opposite clutch hub on the shaft temporarily, and inserting the bolts (1) to retain the clutch shaft. With one steering clutch removed, the clutch shaft can be retained by applying the opposite brake

(4) Remove the lock and retainer washer ((4), fig. 3-261).

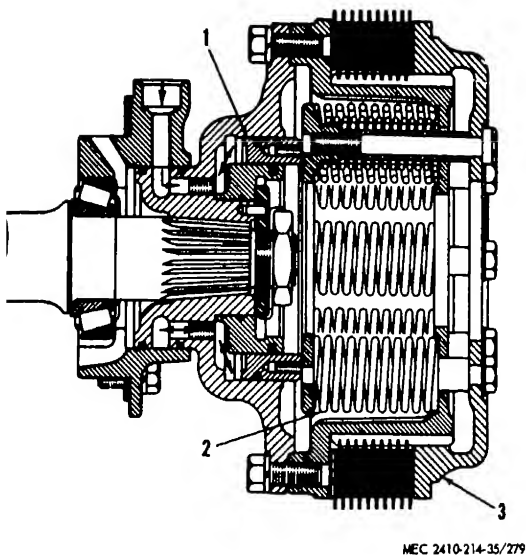
(5) Remove the steering clutch piston pilot ((7), fig. 3-263) by inserting a screw driver in



MEC 2410-214-35/278

- | | |
|---------|-----------|
| 1 Shaft | 4 Lever |
| 2 Shaft | 5 Olunger |
| 3 Lever | |

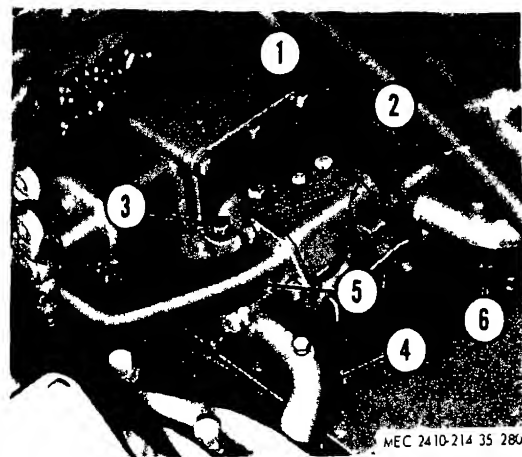
Figure 3-266. Steering clutch hydraulic control (side view).



MEC 2410-214-35/279

- | | |
|----------|------------------|
| 1 Piston | 3 Pressure plate |
| 2 Spring | |

Figure 3-267 Control piston operation



MEC 2410-214 35 280

- | | |
|-----------------|---------------|
| 1 Control valve | 4 Elbow |
| 2 Check valve | 5 Supply tube |
| 3 Bolt | 6 Elbow |

Figure 3-268 Control valve removal

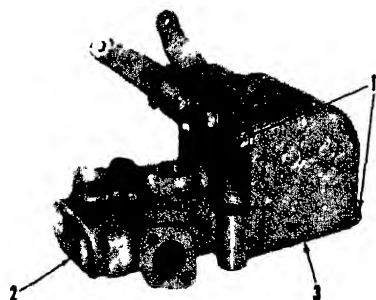
nachined groove (10) and prying against the of the clutch shaft

(6) Install the retaining nut ((1), fig. 3- on the clutch shaft so that there is apimately $\frac{3}{8}$ -inch clearance between the nut the clutch hub The nut is installed to de- se the possibility of personal injury or dam- when the clutch hub is pulled loose from the t.

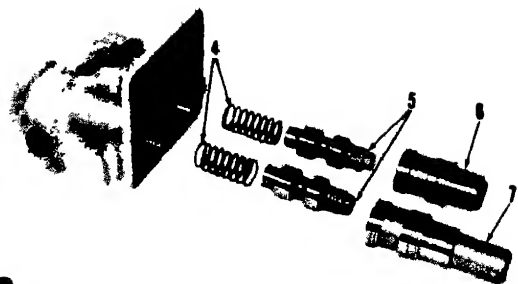
(7) Fasten the puller (2) to the clutch hub using four $\frac{5}{8}$ -inch-11 (NC) bolts approximately 3-inches long.

(8) Using hydraulic puller (3), a puller (5) with two $\frac{3}{4}$ -inch-10 (NC) bolts (4), 9-inches long, pull the hub loose from the shaft

(9) Remove the puller tools and the nut and remove the hub.



A

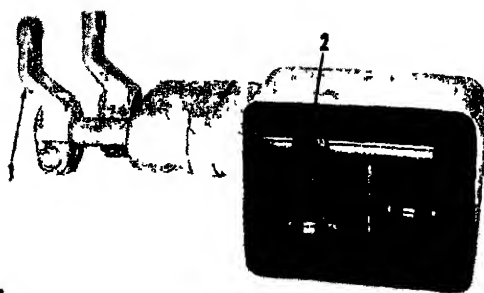


B

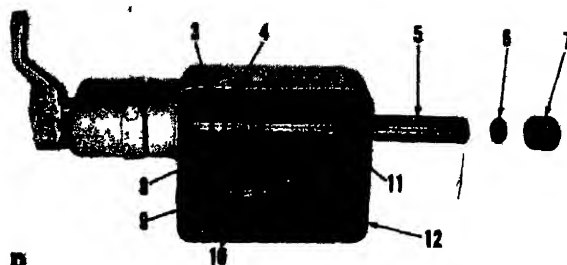
MEC 2410-214-35/281

- | | |
|-------------------------|-------------|
| 1 Bolts | 5 Valve (2) |
| 2 Control valve housing | 6 Plunger |
| 3 Control lever housing | 7 Plunger |
| 4 Spring (2) | |

Figure 3-269. Control valve housing disassembly.



A

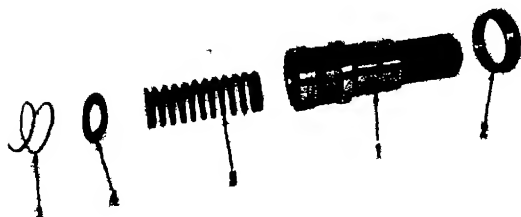


B

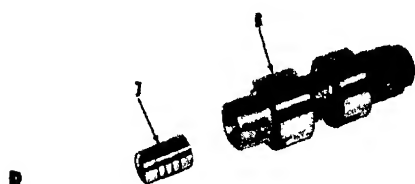
MEC 2410-214-35/282

- | | |
|-----------------|--------------------------|
| 1 Lever and key | 7 Bearing |
| 2 Bolt | 8 Lever |
| 3 Washer | 9 Pin |
| 4 Snapring | 10 Roller |
| 5 Shaft | 11 Key |
| 6 Spacer | 12 Control lever housing |

Figure 3-271. Control lever housing disassembly.



A

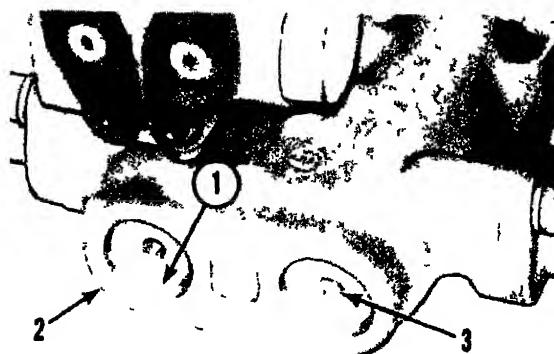


B

MEC 2410-214-35/283

- | | |
|-----------|----------|
| 1 Plunger | 5 Spring |
| 2 Bushing | 6 Valve |
| 3 Locking | 7 Slug |
| 4 Washer | |

Figure 3-270. Plunger and valve disassembly.

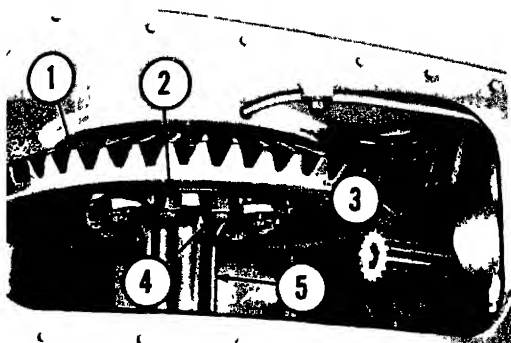


MEC 2410-214-35/284

- | | |
|-------------------------|---------|
| 1 Rings | 3 Plugs |
| 2 Control valve housing | |

Figure 3-272. Plug removal.

(10) Inspect the seal rings ((6), fig. 3-263) and the seal rings (8) for damage or excessive wear. Replace if necessary.

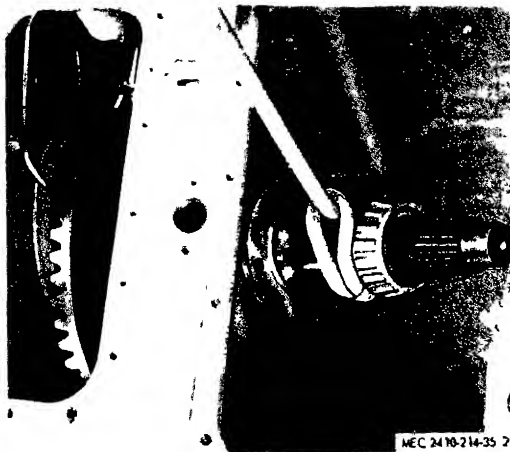


MEC 2410-214 35 285

Bevel gear
Nuts
Locks

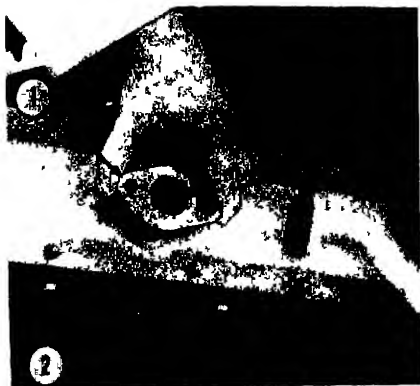
4 Bolts
Bevel gear shaft

3-273 Preparing to remove bevel gear and bevel gear shaft.



MEC 2410-214-35 287

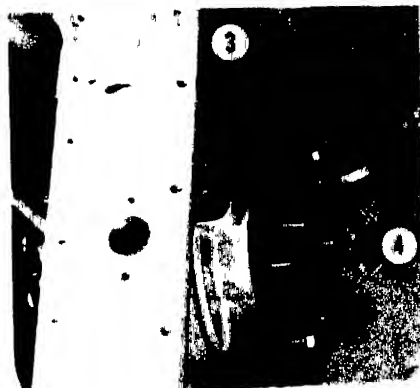
Figure 3-275. Removing bevel gear shaft.



A

MEC 2410-214-35 288

Figure 3-276 Measuring clearance



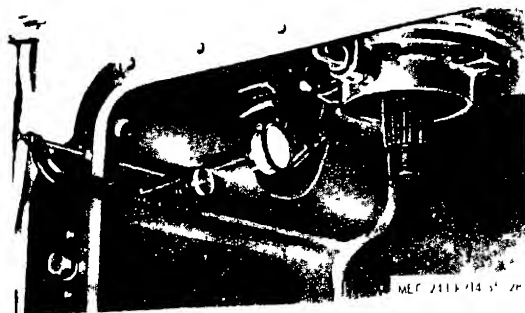
B

MEC 2410-214 35 286

Oil tube
Bolts

3 Bearing cage
4 Forcing screws

Figure 3-274. Removing bearing cage



MEC 2410-214 35 289

Figure 3-277 Measuring backlash

- 11) Inspect the preformed packing (9) for damage. Replace if necessary.
- 12) Inspect the seal rings (5) for excessive wear. Replace if necessary.
- 13) Place the hub on the clutch shaft.
- 14) Align the locating dowel in the retain-

er washer ((1), fig 3-265) with the dowel hole in the hub. Install the washer

(15) Bolt adapter (3) to the hydraulic puller and install the adapter (3) on the clutch shaft

(16) Place the spacer (2) over the adapter as shown.

(17) Press the hub onto the shaft to the pressure given in table 1-2. Measure the distance (A), from the shoulder on the clutch shaft to the

(12) Install the bevel gear and shaft in the reverse order of removal. Adjust the bevel gear and pinion backlash as described in c below.

b. Disassembly and Reassembly.

(1) Remove the bearing cones from the shaft with a hydraulic puller, a puller, a bearing fling attachment and a step plate.

(2) Heat the bearing cones in oil prior to assembly.

(3) Remove the cups from the bearing cages using a puller, two adapters and a bearing cup fling attachment with an adapter.

(4) Chill the cups in dry ice prior to reassembly.

(5) Inspect bearing cones and cups and replace if necessary.

c. Bevel Gear and Pinion Setting.

(1) The bevel pinion is free to float in the transfer case of the transmission and seeks its running position with respect to the bevel gear in forward speeds, and is located by the ball bearing in reverse. The only adjustments necessary are the bevel gear shaft bearing preload ((2) and (3) below), and the backlash (4) below), between the bevel gear and pinion. The correct amount of backlash for each bevel pinion, installed at the factory, is marked on the end of the bevel pinion. If the pinion is not marked, refer to table 1-2. After adjusting the bevel gear shaft bearing preload, the backlash could be set as described below.

(2) Bevel gear shaft bearing adjustment (transmission removed)

Note: It is preferred that the bevel gear shaft bearing preload be set with the transmission removed to permit adjusting the bearings to a definite preload.

(a) Install a full shim pack under the bearing cage farther from the bevel gear. Tighten bolts.

(b) Install the other bearing cage without shims and tighten the bolts evenly while slowly rotating the bevel gear until a torque, given in table 1-2 is required to rotate it.

(c) Rotate the bevel gear shaft bearings several times before making the final adjustment.

(d) To determine the torque required to rotate the shaft, weld a strap of metal across a bearing clutch hub retaining nut and weld a ball nut on the strap; then thread the retaining it onto the bevel gear shaft, and apply a torque wrench to the small nut.

(e) Use a thickness gage as shown in figure 3-276 to determine the clearance between the flange of the bearing cage and the face of the bevel gear case at each bolt location making sure the clearance is the same all around the cage.

(f) Remove the cage and install shims with a total thickness the same as the measured clearance. Install the cage and tighten the bolts.

(g) Recheck the torque required to rotate the bevel gear shaft.

(h) After the transmission is in place, adjust the backlash as described in (4) below, moving the shims from one cage to the other as required, but not changing the total number of shims.

(3) Bevel gear shaft adjustment (transmission installed).

Note: If the transmission is in place and it is not feasible to remove it, the bevel gear shaft bearings can be preloaded in the following manner. An approximate adjustment for backlash can be made at the same time.

(a) Install enough shims behind the bearing cage nearer the bevel gear to give approximately the amount of backlash indicated on the end of the bevel pinion or in table 1-2.

(b) Install the other bearing cage without shims or lockwashers and tighten the bolts evenly while slowly rotating the bevel gear until a definite preload is noticeable on the bevel gear shaft bearings.

(c) Evenly back off the bolts on the bearing cage without shims until approximately .002-inch end clearance has been reached on the bevel gear shaft, being sure there is backlash between the bevel gear and pinion.

Note: To determine end clearance, pry against the ends of the bevel gear shaft.

(d) Use a thickness gage to determine the clearance between the flange of the bearing cage and the face of the bevel gear case at each bolt location making sure the clearance is the same all around the cage.

(e) Remove the cage and install the shims with a total thickness the same as the clearance determined in (d) less .015-inch to give the required preload to the bevel gear shaft bearings.

Note: The .015-inch shim removal includes .002-inch end clearance as left in (c) above, plus the .01-inch normal preload.

(f) Again install the cage and lockwashers and securely tighten the bolts.

(4) Backlash adjustment.

(a) Mount a dial indicator with a universal attachment on one of the pinion gear teeth as shown in figure 3-277.

(b) Block the bevel gear.

(c) Move the pinion as far forward as possible and rock the pinion gear back and forth. The backlash between the bevel gear and pinion

face of the clutch hub. Refer to table 1-2 for the correct dimension.

(18) Install the pilot ((7), fig. 3-263) lock (11), nut (4) and piston (2) in reverse order of removal.

3-53. Steering Clutch Hydraulic Controls

a. General.

(1) Filtered oil is delivered by the steering clutch hydraulic oil pump to the steering clutch control valve housing.

(2) The steering clutch control levers are connected, through mechanical linkages, to levers on the shafts ((1), fig. 3-266). When the control levers are pulled to release the steering clutches, the shafts (1) and (2) are rotated causing the levers (3) and (4) to contact the plungers (5) and move them to the rear. The plungers operate the control valves which direct oil to the control pistons ((1), fig. 3-267) in the steering clutch hubs. The oil behind the piston moves them toward the steering clutches, compressing the steering clutch springs (2) and moving the pressure plate (3) out of contact with the clutch discs.

b. Removal and Installation.

(1) Remove the fuel tank (para 3-24).

(2) Disconnect steering clutch control rods.

(3) Disconnect oil supply tube ((5), fig. 3-268) and remove check valve (2).

(4) Remove elbows (4) and (6).

(5) Remove mounting bolts (3) and lift control valve (1) from the bevel gear case.

(6) Install in reverse order of removal replacing damaged gaskets and seals.

c. Disassembly and Assembly.

(1) Remove five bolts ((1), fig. 3-269) and separate the control valve housing (2) from the control lever housing (3).

(2) Remove plungers (6) and (7), valves (5) and springs (4) from housing (2).

(3) Remove lockring ((3), fig. 3-270) washer (4) and spring (5) from inside of plunger (1) and remove bushing (2) from outside of plunger.

Note Plunger (1) is identical to plunger ((6), fig. 3-269) except for length. Disassembly is the same since all parts are the same.

(4) Remove slugs ((7), fig. 3-270) from both valves (6).

(5) Replace worn or damaged parts and assemble valves and plungers back into housing in reverse order of removal.

Caution: Extreme care should be taken to avoid introducing dirt into the housing when assembling the plungers and valves.

(6) Remove lever and key ((1), fig. 3-2) and loosen bolt (2).

(7) Tap end of shaft (5) to remove spacer (6) and bearing (7) from control lever housing (12).

(8) Remove snapping (4).

(9) Remove washer (3), lever (8) and (11) while pulling shaft from housing.

(10) Remove pin (9) and roller (10).

(11) Remove seal and bearing from control lever end of housing.

Note. Seal should be installed with lip facing inward.

(12) Assemble housing in reverse order of disassembly and bolt the two housings together.

(13) Valves and plungers can be removed from control valve housing ((2), fig. 3-272) removing rings (1) and plugs (3).

(14) Inspect preformed packings on plungers before assembly.

3-54. Bevel Gear

a. Removal and Installation.

(1) Drain the oil from the transmission steering clutch compartment, and bevel gear compartment. Refer to TM-5-2410-214-12.

(2) Remove the seat frame (para 3-77) and the fuel tank (para 3-24).

(3) Remove the steering clutch hydraulic control (para 3-53) steering clutches (para 51) and the steering clutch driving hubs, (para 3-52).

(4) Remove bevel gear compartment plate. At installation, apply liquid gasket to bevel gear case and tighten bolts securing plate to 45 lb.-ft.

(5) Remove nuts ((2), fig. 3-273) and lock washers (3).

(6) Remove oil tube ((1), fig. 3-274). At installation apply liquid gasket to bevel gear case under tube flange.

(7) Attach a suitable hoist to support the bevel gear shaft.

(8) Remove bolts (2), and remove bearing cage (3) using two 1/2-inch-13 (NC) forcing screws as shown.

(9) Slide the bevel gear ((1), fig. 3-27) and the bevel gear shaft (5) out of the bearing cage, far enough to permit removal of bolts (4) securing the bevel gear (1) to the flange on the bevel gear shaft (5).

(10) Move the bevel gear shaft into the right steering clutch compartment and lift out as shown in figure 3-275.

(11) Lift out the bevel gear.

will be the difference in readings on the dial indicator.

(d) Check the backlash at four points around the bevel gear to determine the point of least backlash. Be sure the pinion is held forward while rocking it back and forth to take the backlash readings.

Note. The correct amount of backlash is marked on the end of the bevel pinion, if installed in the machine at the factory. If the bevel pinion is not marked, refer to table 1-2.

Section IX. FINAL DRIVE

3-55. General (fig. 3-278)

a. The final drive group consists principally of the final drive pinion, idler pinion, final drive gear, final drive gear hub, sprocket shaft and ~~the final drive gear hub, sprocket shaft and~~ supported ~~case and~~ up is enclosed ~~mounted to the~~

~~sprocket shaft and~~

b. The final drives are splash lubricated. Each final drive case provides an oil sump for each final drive group. The oil level in the sump is established by the filler plug located in the steering clutch and bevel gear case

3-56. Track Roller Frame Outer Bearing

a. Removal.

- (1) Drain the final drive compartment
- (2) Remove the track roller frame (para 3-76)
- (3) Remove the outer bearing cap ((1), fig 3-279)
- (4) Remove retainer (2), lock (3), and nut (4)
- (5) Remove the outer bearing assembly (7)
- (6) Remove track roller frame outer bearing alignment shims (5) from locating dowels (6)

Caution: When separating the track roller frame outer bearing assembly ((7), fig. 3-280) from bearing cage holder (10), hold bearing assembly (7) level to prevent damage to seal (8) contained in the bearing assemblies (7).

b. Installation

- (1) Inspect seal ((8), fig. 3-280) in bearing assembly (7). Install seal (8) with the lip facing the outside of bearing assembly (7).

(e) If the reading is too great at the point of least backlash, remove shims from the bearing cage on the right side and install them on the left side

Note. The preload on the bevel gear shaft bearings will not be changed by moving shims from one side to the other if the same total number of shims is maintained

(f) To increase the backlash, move shims from the left side to the right side.

Note. Lubricate seal (8) with an approved ball and roller bearing lubricant. Install seal (8) with lip facing out

- (2) Inspect bearing (9).
- (3) Using an approved ball and roller bearing lubrication, lubricate mating surfaces of holder (10) and bearing (9). Install bearing assembly (7).
- (4) Place shims (5) and retainer (2) on locating dowels (6)
- (5) Install retaining nut (4) and tighten to 1100-1200 lb-ft

Note. Check track roller frame alignment and correct if necessary. Correct alignment by adding or removing shims (5), whichever is needed, (para 3-65)

(6) Install lock (3) on locating dowels (11). Six lock positions can be obtained by reversing the lock

(7) Using an approved ball and roller bearing lubricant, hand pack the bearing and install cap (1).

3-57. Bearing Cage Holder Assembly

a. Removal and Installation

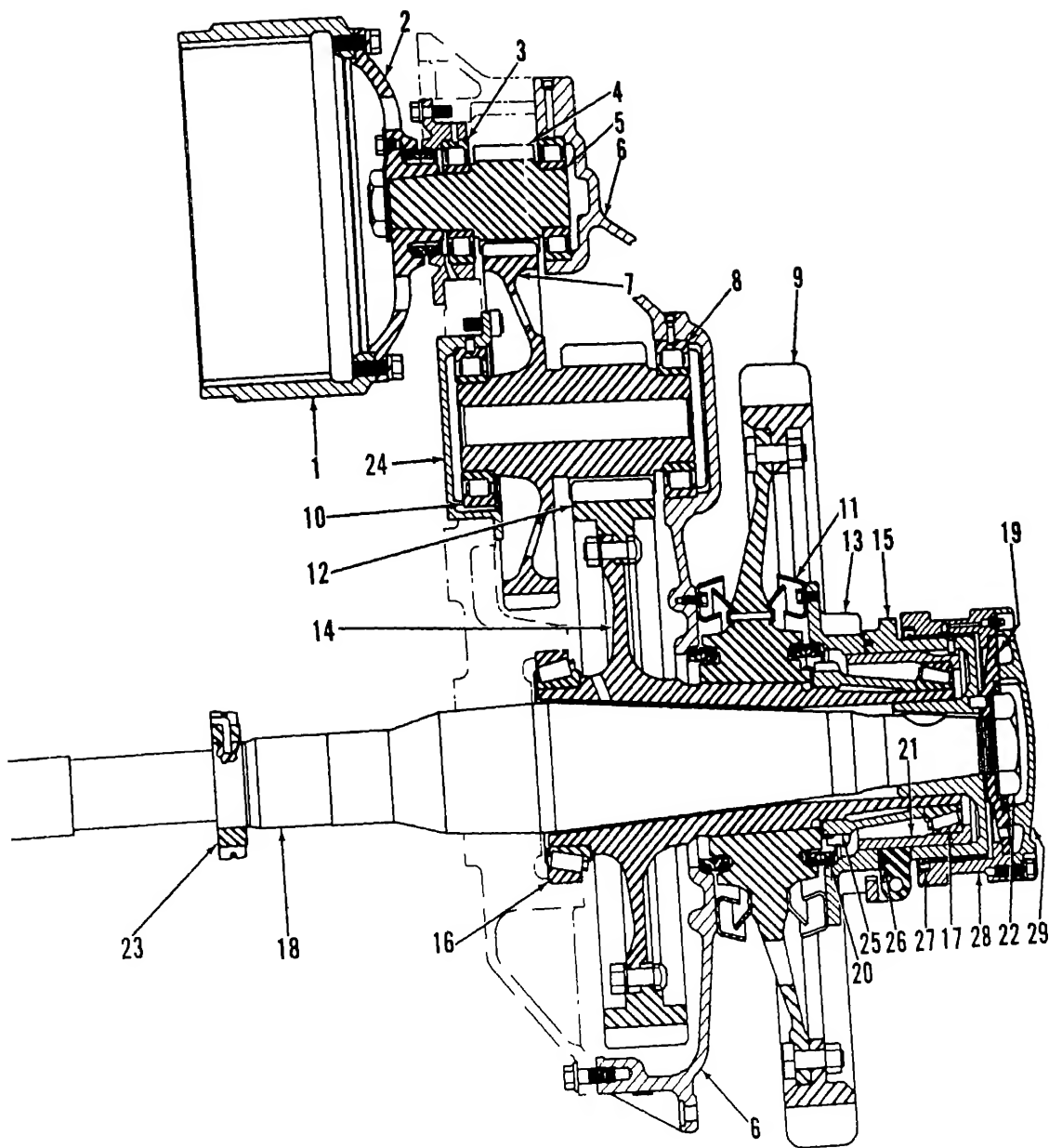
Note. Replace nut ((3), fig 3-281) on the sprocket shaft (5) to retain bearing cage holder assembly (2) during removal. Leave approximately 1/2-inch clearance between the nut and holder assembly

(1) Remove the clamping bolt and lock securing bearing cage holder assembly (2) to outer bearing adjustment nut (1)

(2) Using a puller and a step plate, force holder assembly (2) from taper on sprocket shaft (5)

Note. It may be necessary to strike the holder assembly with a soft hammer to free it from the taper on the shaft

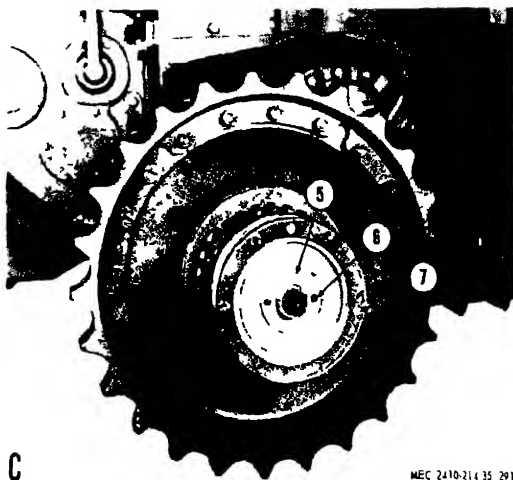
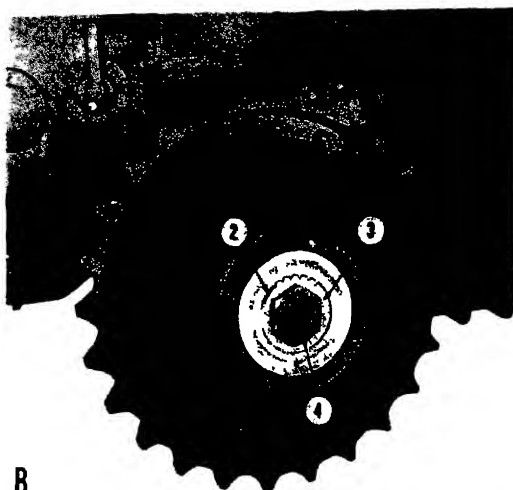
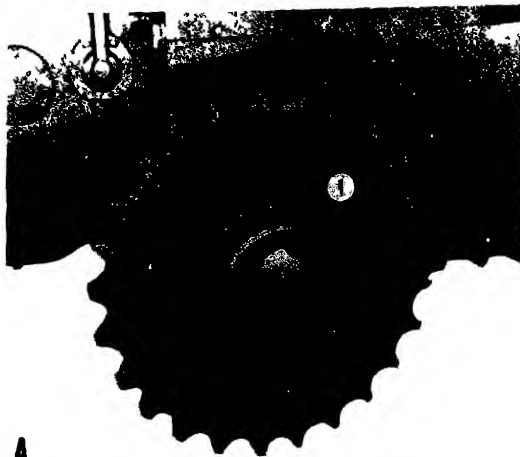
(3) Attach a hoist to support holder assembly (2). Remove retaining nut (3), and the holder assembly. Remove adjusting nut (1), metal floating ring seal (9), holder assembly (2), and



ME 2410-214-35, 3-278

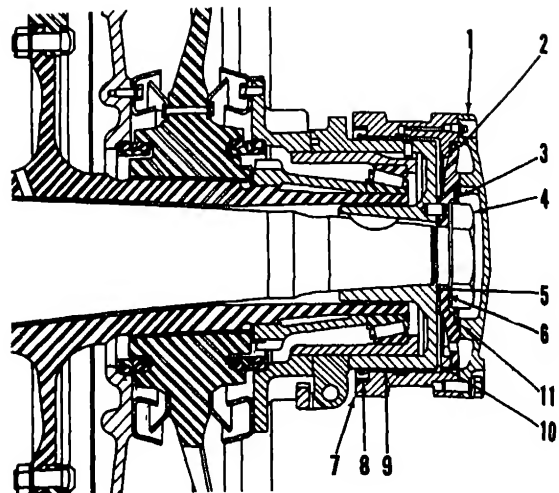
- | | | | |
|----|----------------------------------|----|------------------------------|
| 1 | Brake drum | 16 | Hub inner support bearing |
| 2 | Final drive pinion flange | 17 | Hub outer support bearing |
| 3 | Final drive pinion inner bearing | 18 | Sprocket shaft |
| 4 | Final drive pinion | 19 | Retainer |
| 5 | Final drive pinion outer bearing | 20 | Floating duo-cone seals |
| 6 | Case | 21 | Bearing cage |
| 7 | Idler pinion | 22 | Retaining nut |
| 8 | Idler pinion outer bearing | 23 | Sprocket shaft retaining nut |
| 9 | Sprocket | 24 | Bearing cage |
| 10 | Idler pinion inner bearing | 25 | Sprocket retaining nut |
| 11 | Dirt guard | 26 | Gasket |
| 12 | Final drive gear | 27 | Lip-type seal |
| 13 | Outer bearing adjusting nut | 28 | Outer bearing assembly |
| 14 | Final drive gear hub | 29 | Bearing cap |
| 15 | Bearing cage holder | | |

Figure 3-278 Final drive



- 1 Cap
- 2 Retainer
- 3 Lock
- 4 Nut
- 5 Shims
- 6 Dowels
- 7 Track roller frame outer bearing assembly

Figure 3-279 Outer bearing removal.



MEC 2410-214-35/292

- 1 Cap
- 2 Retainer
- 3 Lock
- 4 Nut
- 5 Shims
- 6 Dowels (2)
- 7 Bearing assembly
- 8 Seal
- 9 Bearings
- 10 Holder
- 11 Dowels (2)

Figure 3-280. Outer bearing installation

gasket (10), bearing cage (7), and bearing cup (6) as a unit.

(4) Inspect the mating surfaces of metal floating ring seals ((9) and (10), fig. 3-282) for damage or excessive wear (para 3-58)

(5) Align keyway (5) in the holder assembly hub with the key on the sprocket shaft (6) and install the unit in reverse order of removal.

Note. The bearing preload adjustment, for the hub support bearings, is not made until the track roller frame outer bearing has been installed. To set the bearing preload refer to paragraph 3-64

b Disassembly and Assembly

(1) Remove the dust guard

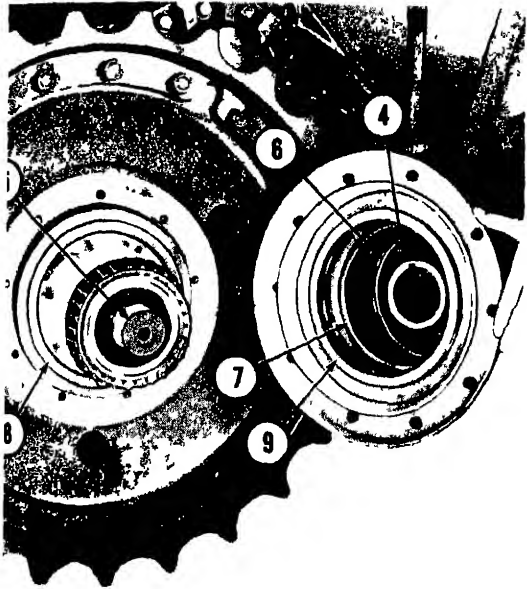
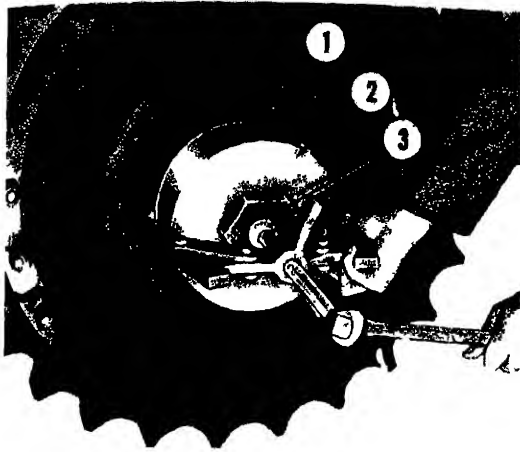
(2) Inspect metal floating ring seal ((2), fig. 3-283). Replace if necessary (para 3-58)

(3) Remove outer bearing adjusting nut (1) from bearing cage holder assembly (3)

(4) Using a bearing cup pulling attachment, a forcing bolt, a suitable spacer to cover the hole in the holder assembly hub, and a step plate, pull bearing cage ((2), fig. 3-284) and cup (3) as a unit.

(5) Inspect bearing cage holder gasket (4) and seal (5). Replace if necessary.

(6) Inspect bearing cup (3) and replace if necessary. Using a puller, an adapter and a bearing cup pulling attachment, remove the cup from the bearing cage.



MEC 2410-214-35. 294

- | | |
|-------------------|----------------------------|
| 1 Nut | 6 Cup |
| 2 Holder assembly | 7 Cage |
| 3 Shaft | 8 Metal floating ring seal |
| 4 Cup | 9 Metal floating ring seal |

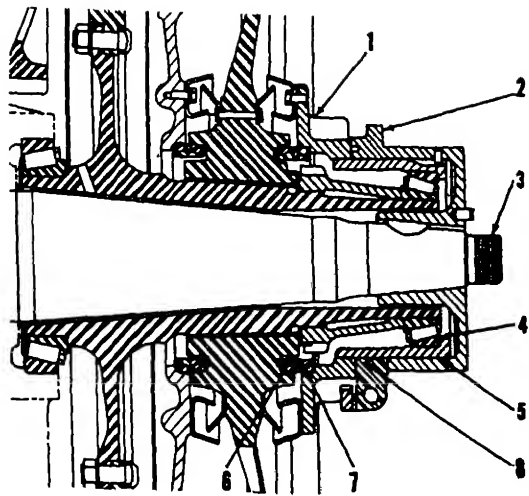
Figure 3-281 Bearing cage holder removal

Caution: At assembly, align the milled in bearing cage with the dowel in bearing holder assembly ((1), fig. 3-284). This is not a press fit and can be assembled by using a soft mallet. Invert the assembly to see that bearing cage (2) has bottomed in the bearing cage holder.

5. Floating Duo-Cone Seals

Removal

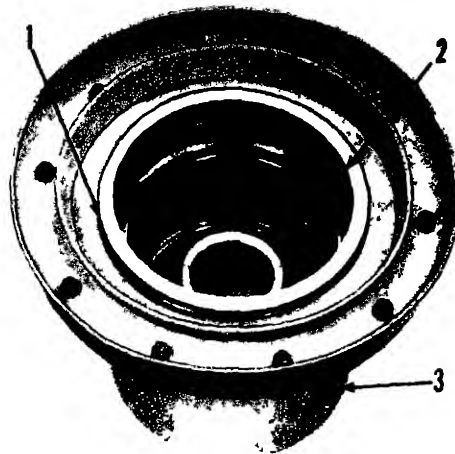
- (1) To remove the outer metal floating ring seal it is necessary to remove the track roller and the outer bearing, holder and outer bearing



MEC 2410-214-35/294

- | | |
|-------------------|----------------------------|
| 1 Nut | 5 Cage |
| 2 Holder assembly | 6 Metal floating ring seal |
| 3 Shaft | 7 Metal floating ring seal |
| 4 Cup | 8 Gasket |

Figure 3-282. Bearing cage holder installation.



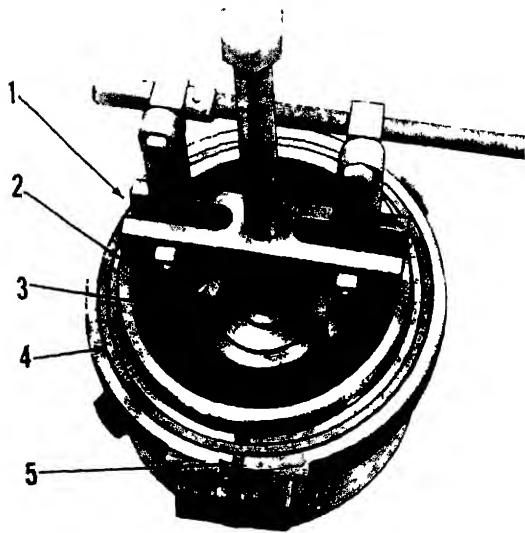
MEC 2410-214-35. 295

- | | |
|----------------------------|-------------------|
| 1 Nut | 3 Holder assembly |
| 2 Metal floating ring seal | |

Figure 3-283 Bearing cage holder assembly

adjusting hub outer bearing cage holder and outer bearing adjusting nut. The sprocket must be removed to service or replace the inner metal floating ring seal.

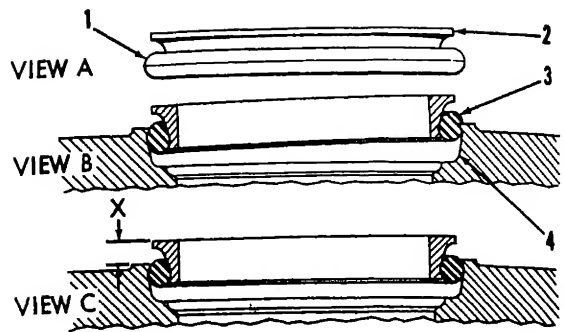
- (2) Inspect the metal floating ring seals for damage. Replace the seals if there are scratches across the sealing bands or if contact is not clearly defined around the outer edges. If either floating ring seal is damaged, both must be replaced.



MEC 2410-214-35 296

- | | |
|-------------------|----------|
| 1 Holder assembly | 4 Gasket |
| 2 Cage | 5 Seal |
| 3 Cup | |

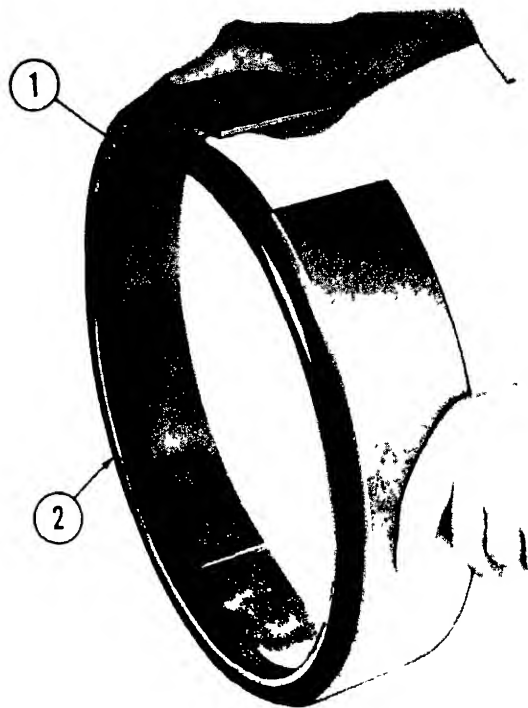
Figure 3-284. Removing bearing cage.



MEC 2410-214-35/298

- | |
|--|
| 1 Rubber toric sealing ring |
| 2 Metal floating ring seal |
| 3 Location to press toric sealing ring |
| 4 Toric sealing ring groove |
| X—Dimension to be checked |

Figure 3-286. Installing metal floating ring seal and toric sealing ring.

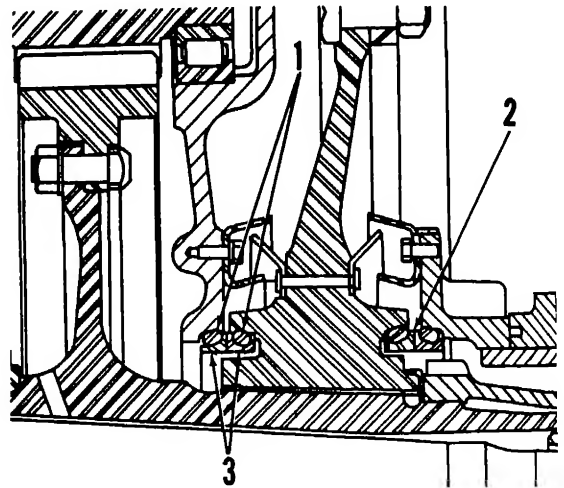


MEC 2410-214 35 297

- | |
|-----------------------------|
| 1 Rubber toric sealing ring |
| 2 Metal floating ring seal |

Figure 3-285 Metal floating ring seal installer tool.

Caution: To obtain maximum service, cleanliness must be the rule. Avoid introducing dirt into the parts during installation or filling with oil.



MEC 2410-214-35/299

- | |
|------------------------------|
| 1 Toric sealing rings |
| 2 Metal floating ring seal |
| 3 Toric sealing ring grooves |

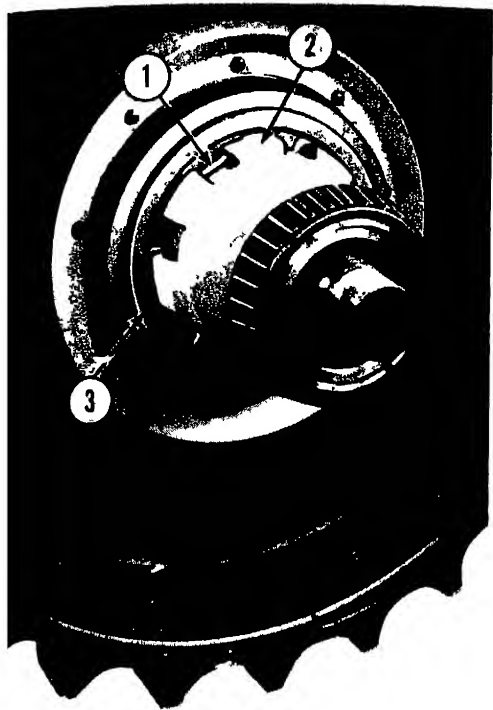
Figure 3-287. Floating duo-cone seals correctly installed

b. Installation.

(1) Handle all parts with care to avoid nicking critical areas. File smooth any parts, other than the sealing faces, that have nicks that may make assembly difficult or questionable.

(2) Wash off all dirt accumulation from used parts. It may be necessary to use a wire brush to clean the accumulations of dirt or rust from the bore of the seal mounting grooves to assure they are clean and smooth.

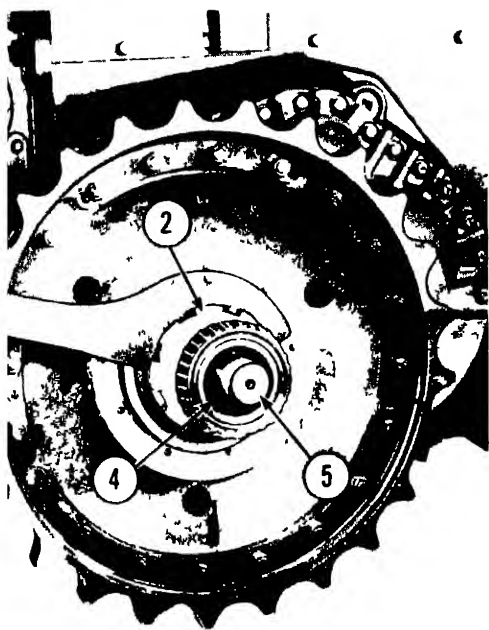
(3) Remove all oil or the protective coating from the floating ring seals ((2), fig. 3-285) with a nonflammable cleaning solvent and dry.



1 Yoke

Figure 3-289 Removing nut with yoke installed

MEC 2410-214 35 301



MEC 2410-214 35 300

ock
etaining nut
etal floating ring seal

4 Bearing cone
5 Final drive hub

Figure 3-288 Removing outer bearing cone

Be sure the ramps on the seal mounting and on the floating ring seal are dry and oil present. Check the ramps for roughness and nicks. On used parts, removed all

dirt or rust deposits from the ramps with a scraper or wire brush and smooth the surface with emery cloth.

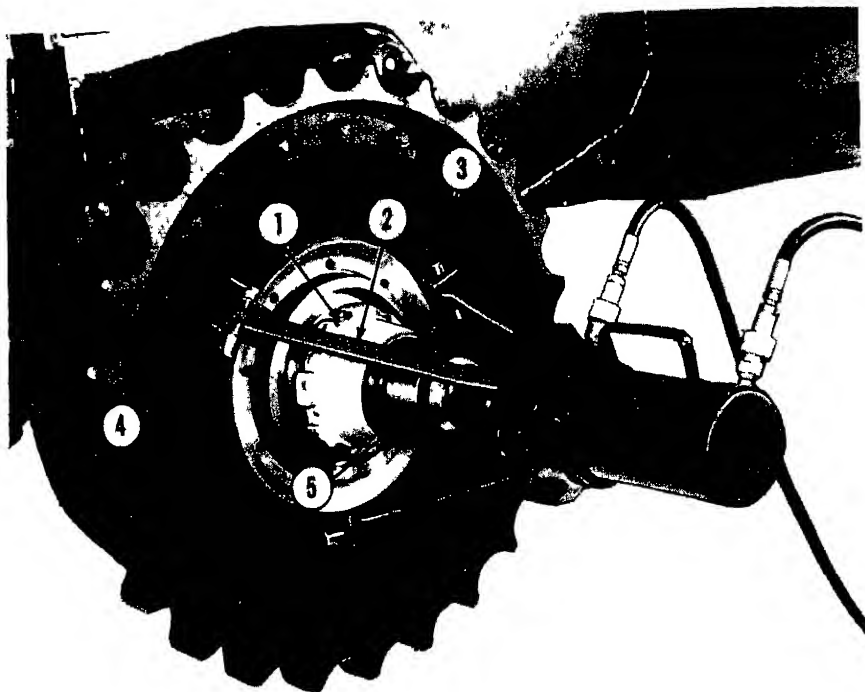
(5) Always install new rubber toric sealing rings (1) on floating ring seals (2). Never install a used toric sealing ring on a new or used floating ring seal.

Note: Use seal installer tool (fig 3-285) to install metal floating ring seal (2) and toric sealing ring (1) into seal mounting groove (4), fig 3-286. Be sure not to bump the floating ring seal when removing the installer tool.

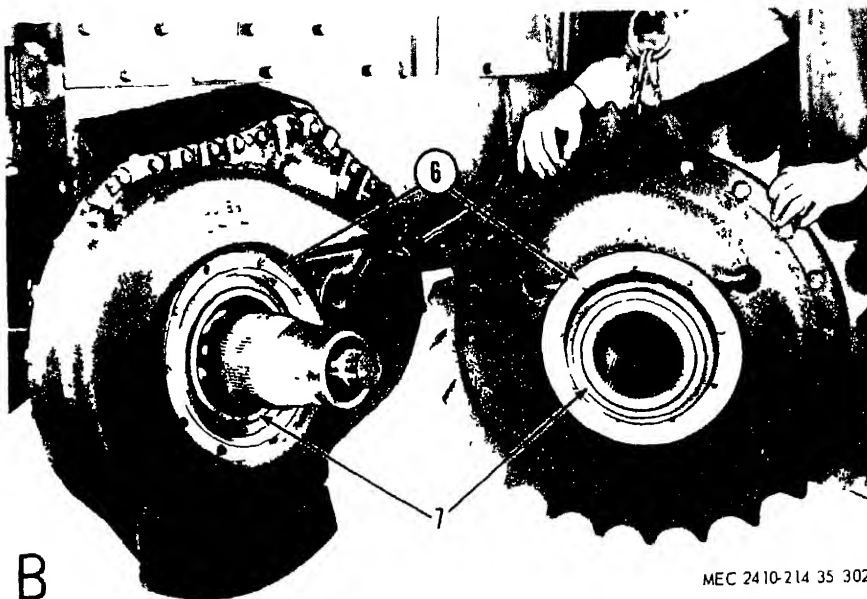
(6) Install toric sealing ring (1) so it seats uniformly in the relief of floating ring seal (2). Be sure the toric sealing ring is not twisted and that it sets straight and against the lip that keeps it from falling off the floating seal as illustrated in views A and C.

(7) If the installer tool is not used, install the toric sealing ring (1) and floating ring seal (2) as an assembly into groove (4) by pressing on the toric sealing ring at location (3), view B. Be sure the toric sealing ring is seated uniformly in the recess of both the floating ring seal and the groove. Make sure that it sets in the bore straight and against the lip that keeps it from falling out of the retainer, view C.

Caution: If installer tool is not used, do not use a screw driver or stick to assemble the toric sealing ring in the groove. Use finger pressure only.



A



B

MEC 2410-214 35 302

- | | |
|---------------------|----------------------------|
| 1 Retaining nut | 5 Sleeve assembly |
| 2 Arms | 6 Guards |
| 3 Pins | 7 Metal floating ring seal |
| 4 Adapters and nuts | |

Figure 3-290. Sprocket removal.

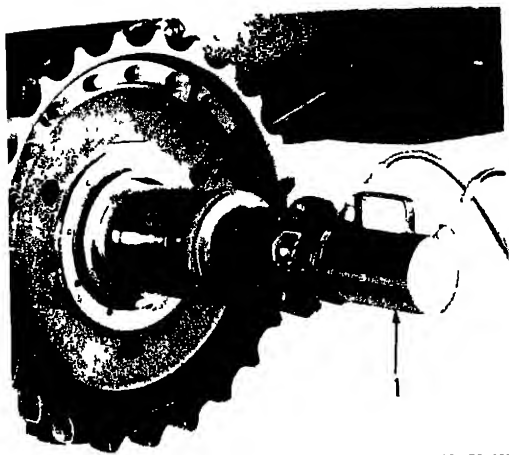
(8) Install the floating ring seal to a uniform depth in the groove. The dimension (X) must be uniform around the entire circumference of the floating ring seal

(9) Always install the floating ring seals (fig. 3-287) in pairs, that is, two new seals together or two seals that have previously run to-

gether. Never assemble one new seal and one used seal or two seals that have not previously run together.

(10) Before assembling floating ring seals together, wipe faces of seals with lint-free tissue to remove any foreign material and finger prints.

(11) Place one drop of light oil on the clean-



MEC 2410-214 35 303

1 Cylinder group

Figure 3-291. Installing sprocket.

use and coat the sealing surfaces of the Be careful not to let any oil come in con- with the toric sealing ring or its mating sur-

Sprocket and Sprocket Segments

Sprocket

1) Removal

(a) Remove floating ring seal ((3), fig.) as described in paragraph 3-58.

(b) Bend lock (1) securing retaining 2)

(c) Using a spanner wrench, back off re- g nut (2) approximately $\frac{7}{8}$ -inch Turn the ack toward the sprocket and install yoke 3-289) between the nut and bearing cone own Remove bearing cone by unscrewing 2) with the yoke in place

Caution: After the outer bearing cone has been forced off, install sprocket retaining nut (2) on the final drive hub, leaving approximately $\frac{1}{4}$ -inch clearance between the retaining nut and sprocket. This will keep the sprocket from jumping off final drive hub (5) during pulling.

(d) Attach the Cylinder Group to the Pump Group. Place sleeve assembly ((5), fig. 3-290) over the sprocket shaft and against final drive gear hub. Attach the cylinder group to the sprocket with arms (2), adapters and nuts (4) and pins (3) and pull the sprocket loose from hub

(e) Relieve the pressure on the cylinder group and remove puller arrangement from the sprocket.

(f) Attach a hoist to the sprocket and re-move retaining nut ((2), fig. 3-288) and lock (1).

(g) Remove sprocket (weighs approx 300 lb)

Note Inspect the splines on hub (5) and splines in the sprocket for wear, if the sprocket pulls off easily

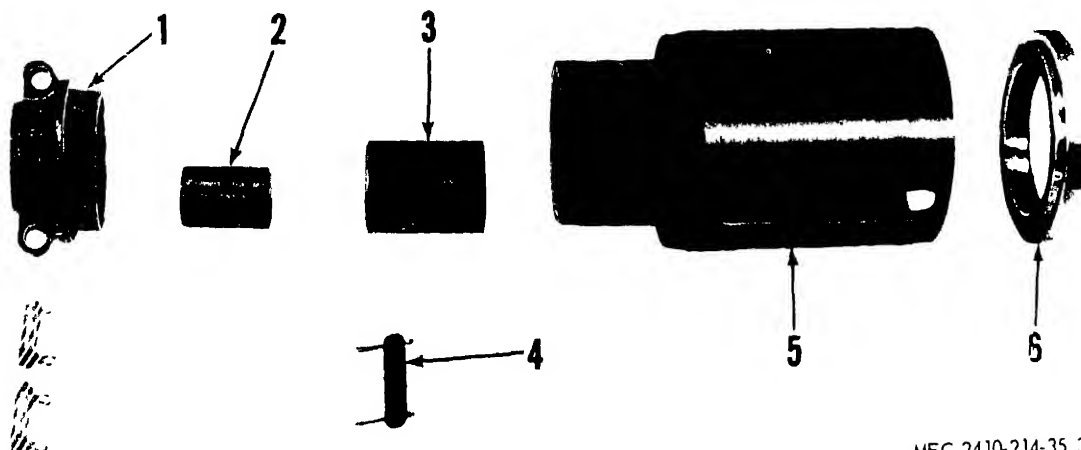
(h) Remove metal floating ring seals ((7), fig. 3-290) as soon as the sprocket has been removed Tie the mating seals together to assure installation of the same mating seal surfaces

(i) Inspect guards (6)

(2) Installation

(a) Install the metal floating ring seals (para 3-58)

(b) Before installing the sprocket (fig 3-291), make sure the splines are clean, dry, and

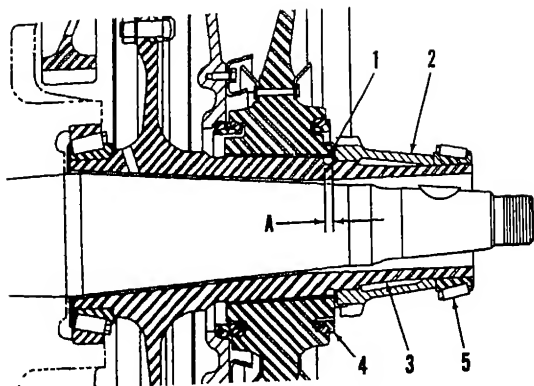


MEC 2410-214-35 304

- 1 Head
- 2 Adapter
- 3 Adapter

- 4 Coupling pin
- 5 Sleeve
- 6 Ring

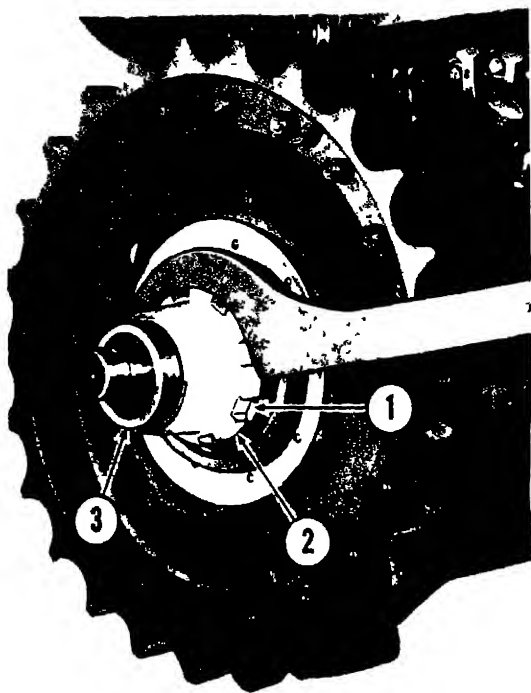
Figure 3-292 Sprocket installing tools



MEC 2410-214-35/305

- | | |
|--------|---------------------------|
| 1 Lock | 4 Bearing cone |
| 2 Nut | A—Dimension to be checked |
| 3 Hub | |

Figure 3-293 Checking sprocket location



MEC 2410-214-35/306

- | | |
|--------|-------|
| 1 Lock | 3 Hub |
| 2 Nut | |

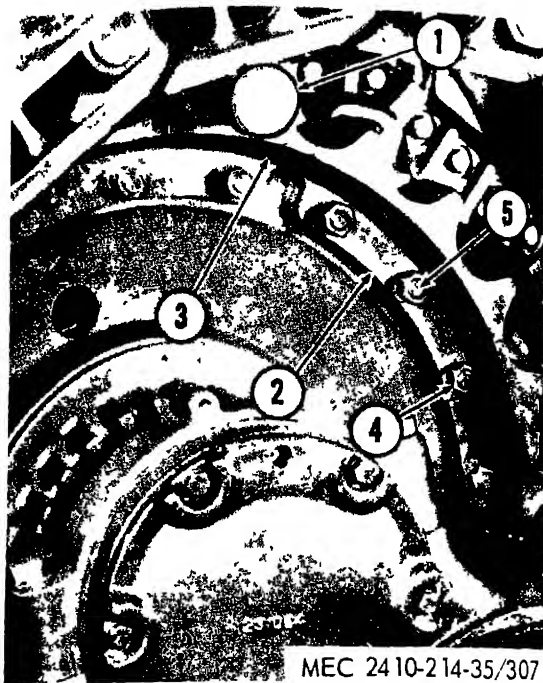
Figure 3-294 Installing retaining nut

free of burrs. Set the sprocket on the hub with the splines in the sprocket meshing with the splines on the hub and push the sprocket on as far as possible by hand.

(c) Install adapter ((2), fig 3-292) on cylinder group and extend the ram to its limit with the pump group

(d) Assemble head (1) to cylinder group.

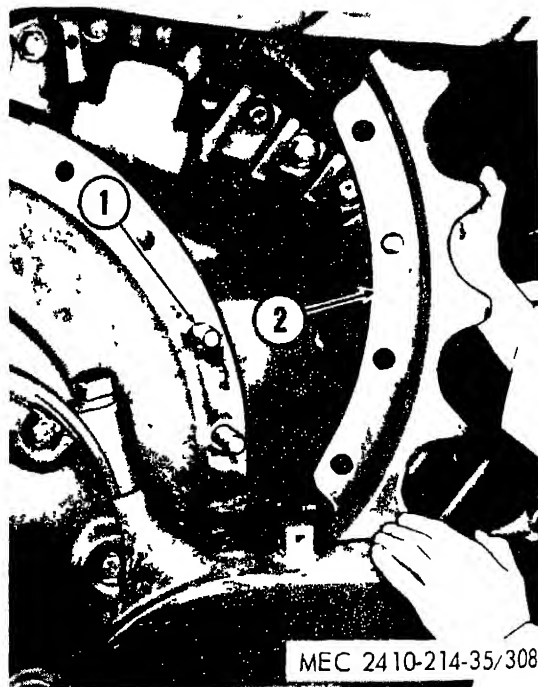
(e) Install adapter (3) onto the sprocket shaft



MEC 2410-214-35/307

- | | |
|-----------|------------|
| 1 Pin | 4 Nuts (4) |
| 2 Segment | 5 Bolts |
| 3 Segment | |

Figure 3-295 Preparing to remove segment

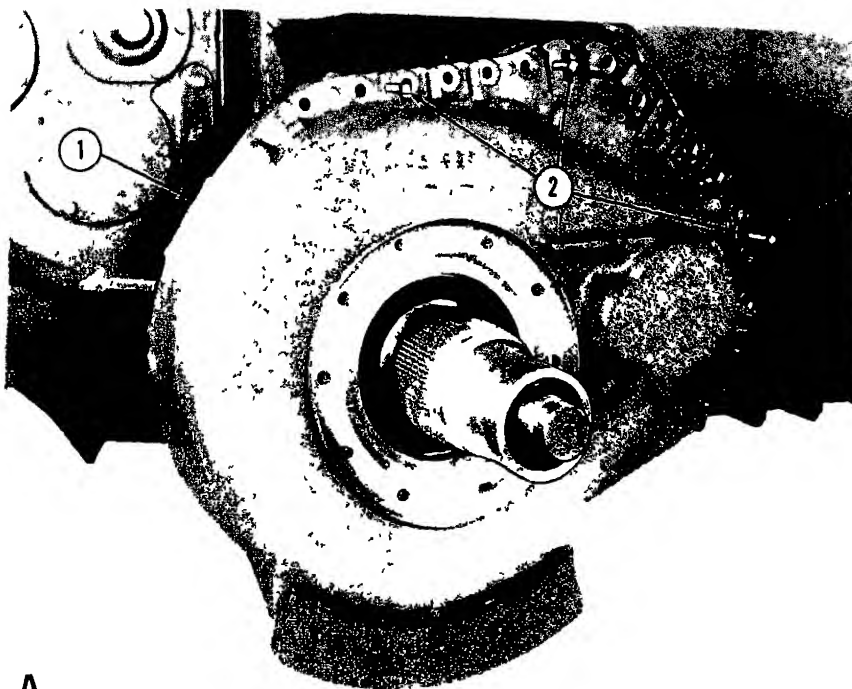


MEC 2410-214-35/308

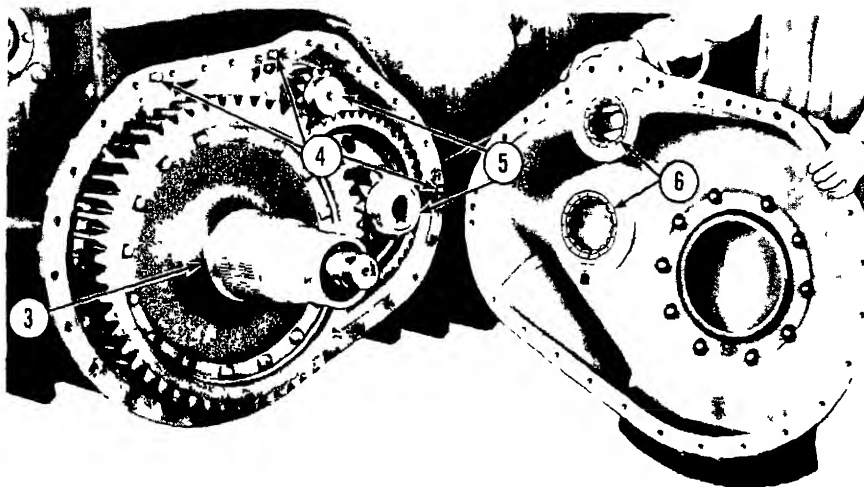
- | | |
|--------|-----------|
| 1 Bolt | 2 Segment |
|--------|-----------|

Figure 3-296 Removing segment

(f) Place ring (6) and sleeve (5) over adapter (3) and hub ((3, fig. 3-293) and connect adapter ((2), fig. 3-292) and adapter (3) with pin (4).



A



B

MEC 2410-214 35 309

- | | |
|------------------------|------------------------------------|
| 1 Final drive case | 4 Dowels |
| 2 Forcing screws | 5 Inner races |
| 3 Final drive gear hub | 6 Outer race and roller assemblies |

Figure 3-297 Final drive case removal

(g) Place the pump control in the pulling on and apply a slight press to the sprocket the sprocket back and forth to equalize the

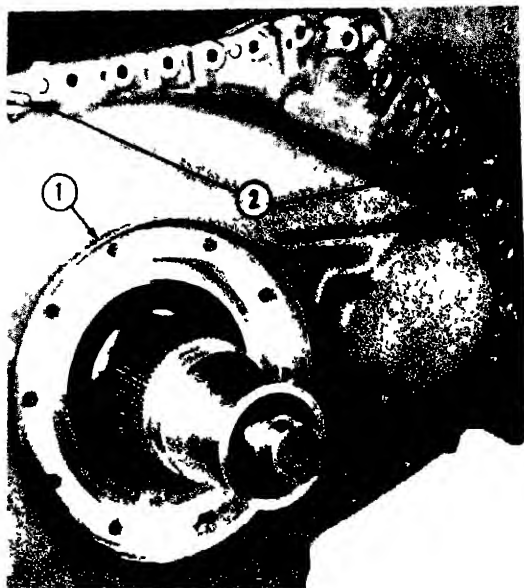
(h) Press the sprocket on to 60-65 tons.

(i) When a new sprocket or final drive as been installed, measure distance ((A), 293) between the end of the sprocket and

the end of the splines on the final drive hub. Distance (A) should be 44-.56 inches

(j) Install lock ((1), fig. 3-294) and using a spanner wrench, install sprocket retaining nut (2).

k) After locking the retaining nut, heat outer bearing cone (preferably in oil) and drive it onto final drive gear hub (3) until it seats against retaining nut (2).



MEC 2410-214-35 310

- 1 Dirt guard 2 Guide pins

Figure 3-298. Final drive case installation.

(1) Remove the installation tools and install the metal floating ring seals (para 3-58).

b Sprocket Segments.

(1) *General* The segmented sprockets consist of a hub with sprocket segments bolted into place around the hub. Sprocket segments can be replaced without removing the hub from the tractor

(2) *Removal*

(a) Remove dirt guards to provide access to sprockets

(b) Loosen track adjustment and insert pin (1, fig 3-295) in the last slot of the segment (3) just behind the segment (2) to be replaced.

Warning: Refer to paragraph 3-66 for correct procedure on releasing pressure in the hydraulic track adjuster cylinder.

(c) Move the machine backward until pin lifts track and all of segment (2) is visible

(d) Remove nuts ((4), fig 3-295) and lift segment (2) away as shown in figure 3-296.

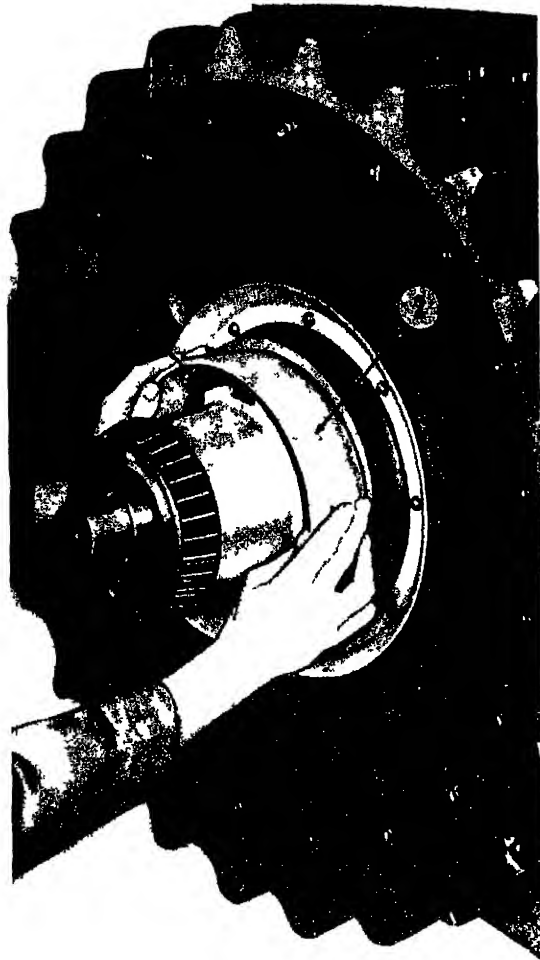
(e) Bolts ((1), fig 3-296) can be removed if hub is rotated backward far enough so the bolts will not interfere with the final drive cover

(3) *Installation.* Install in reverse order of removal.

3-60. Final Drive Gear Case

a Removal.

(1) Remove the final drive case metal floating ring seal (para 3-58).



MEC 2410-214-35/311

- 1 Metal floating ring seal 2 Seal installer

Figure 3-299 Installing metal floating ring seal

(2) Remove the bolts securing final drive case ((1), fig 3-297) to the steering clutch and bevel gear case

(3) Install three 1/2-inch-13 NC forcing screws (2) in the tapped holes Force the final drive case away from the steering clutch case

(4) Remove the center forcing screw and install a 1/2-inch-13 NC forged eyebolt Attach a hoist to the final drive case (weighs approx 350 lb).

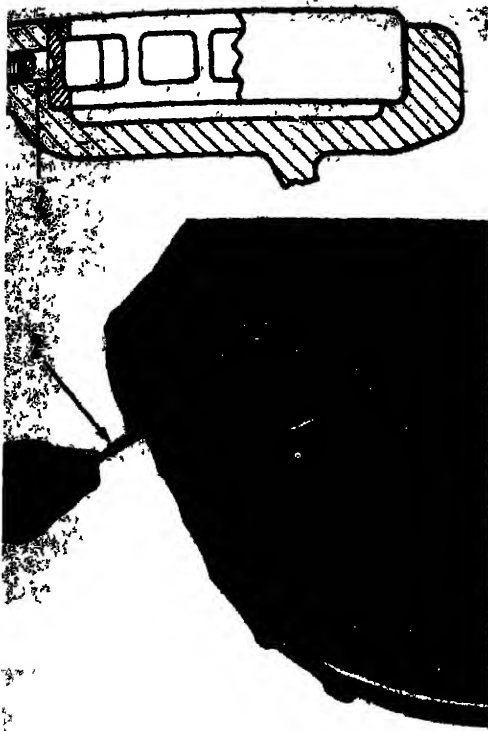
(5) Guide final drive case (1) off dowels (4). Take care not to damage splines of final drive gear hub (3)

Note Inspect the sump area of the final drive case for dirt and other foreign materials Dirt in the sump area is an indication that the final drive seals are leaking Clean entire area thoroughly before case installation

(6) Inspect the final drive case-to-steering clutch and bevel gear case gasket for damage

b. Installation

(1) Install two 5/8-inch-11 NC guide pins

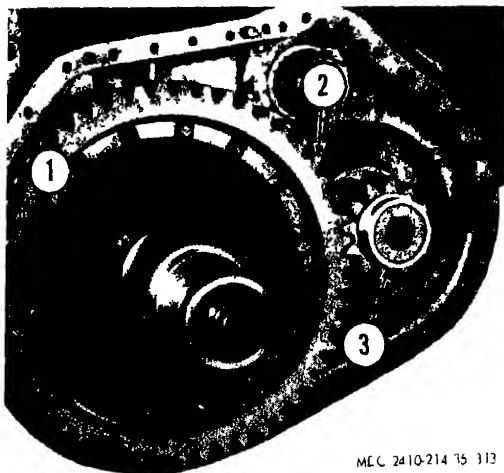


MEC 2410-214-35/312

1 Plug

2 Dowel

3-300 Removing outer race and roller assemblies



MEC 2410-214 35 313

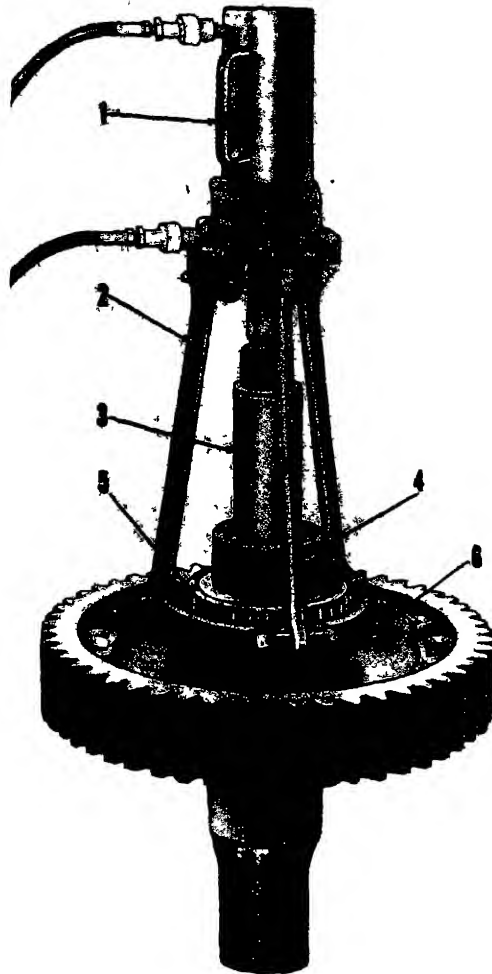
Hub
Final drive gear

3 Idler pinion

Figure 3-301 Removing final drive gear and hub

fig 3-298) attach a hoist, align pinion bearing inner races ((5), fig. 3-297) with outer race and roller assemblies (6) and the final drive case

2) Install the bolts securing the final drive to the steering clutch case. Tighten the bolts to the torque value given in paragraph 1-4



MEC 2410-214-35, 314

1 Cylinder group

2 Arm

3 Spacer

4 Spaced (5.75 in diameter)

5 Bearing cone

6 Puller assembly

Figure 3-302 Hub inner bearing cone removal

(3) Remove dirt guard ((1), fig 3-298) and clean thoroughly so dirt will not fall on the floating ring seals when the sprocket is installed

(4) Install metal floating ring seal ((1), fig. 3-299) using installer tool (2) as shown (para 3-58)

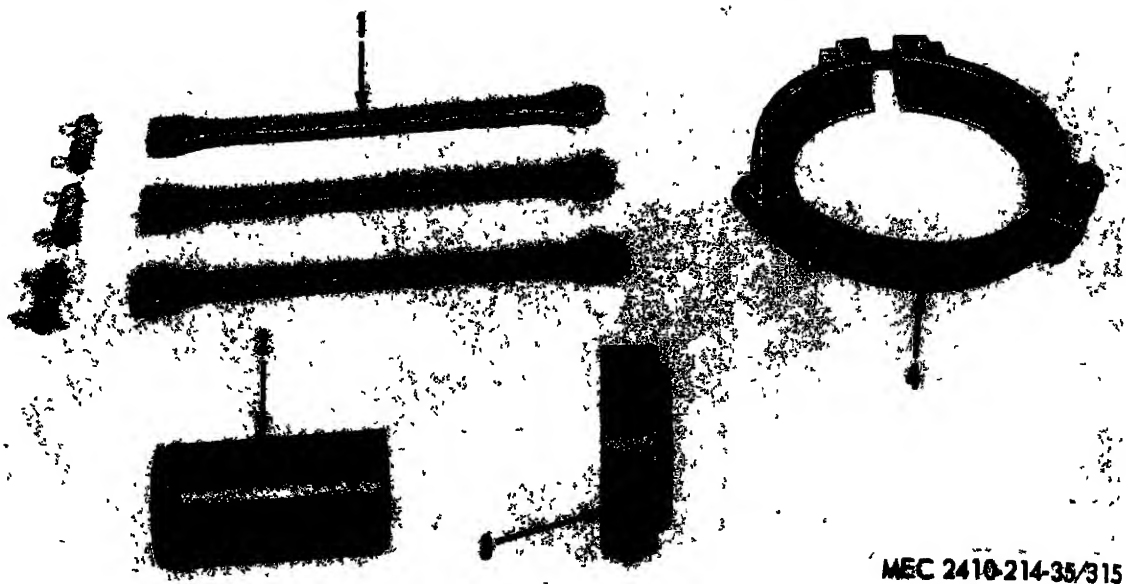
3-61. Final Drive Gear, Idler Pinion, and Bearings

a Removal.

(1) Remove the final drive gear case as described in paragraph (3-60)

(2) Inspect drive pinion and idler pinion outer race and roller assemblies ((6) fig. 3-297) for excessive wear

(3) Remove both pinion outer race and



- 1 Arm
2 Spacer
3 Spacer (5.75 in.
diameter)
4 Pulley assembly

Figure 3-303. Bearing cone removal tools.

roller assemblies from the final drive case after removing plugs ((1), fig. 3-300) and dowels (2).

(4) Using a 1/4-inch-20 NC bolt, remove dowel (2) and remove pinion outer race and roller assembly as a unit. Remove both pinion outer race and roller assemblies in a like manner.

Note All outer race and roller assemblies with snaprings are to be assembled with snap rings next to the gear teeth.

(5) Attach a hoist to support final drive gear ((2), fig. 3-301) and final drive gear and hub off the sprocket shaft.

Warning: Support idler pinion (3) during removal of final drive gear (2) and hub (1). The idler pinion is supported only by the idler pinion inner bearing and is free to fall.

(6) Separate gear (2) from hub (1) after removing the bolts which hold the two together.

(7) Inspect hub inner bearing cone ((5), fig. 3-302)

(8) Using puller assembly ((4), fig. 3-303), two arms (1) spacer (3), cylinder group ((1), fig. (3-302) a pump group, and an adequate spacer (3), remove bearing cone (5) from the final drive hub

Note Heat bearing cone (5) in oil at installation

(9) Attach a puller to the idler pinion and remove.

(10) Inspect idler pinion outer race and roller assembly.

(11) Using a puller, a bearing pulling attachment, a hydraulic puller, a pump group, and a spacer, remove inner race. The idler pinion inner bearing inner race can be removed in a like manner.

Note. Heat bearings races to facilitate removal

(12) Remove the bolts and locks ((1), fig. 3-304)

(13) Drain the oil in the steering clutch compartment before removing the idler pinion inner bearing cage (3).

(14) Using two 1/2-inch-13 NC forcing screws (5), remove bearing cage (3). Inspect the bearing cage-to-steering clutch case gasket.

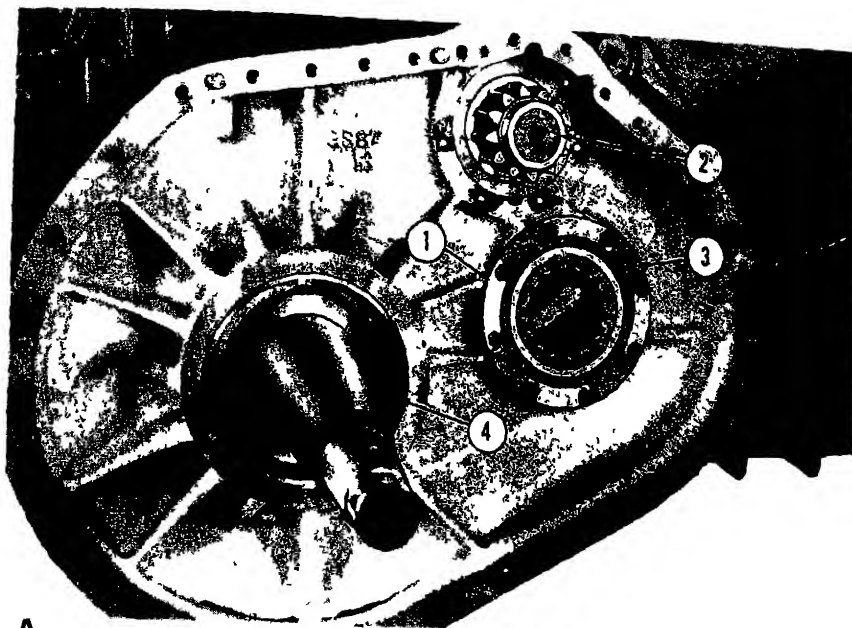
(15) Using a 1/4-inch-20 NC bolt, remove dowel ((2), fig. 3-305) and remove outer race and roller assembly (1)

Note When installing bearing cage ((3), fig. 3-304) in the steering clutch and bevel gear case, position dowel to the top and oil drain passage (6) in the cage to the bottom. Final drive pinion (2) and bearings are serviced after the steering clutch and final drive pinion flange have been removed

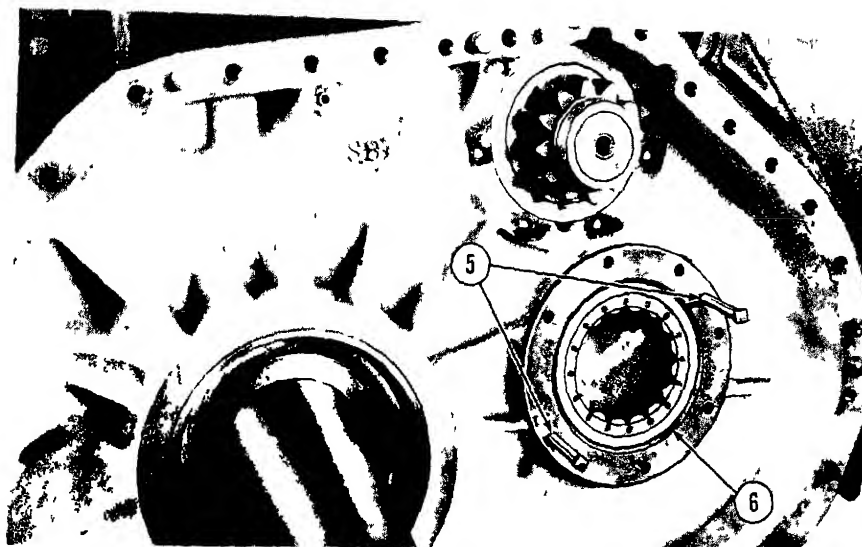
(16) Inspect hub inner bearing cup (4)

(17) Replace cup (4) if necessary

Note If the teeth of the final drive gears and pinions are worn considerably more on one face than on the other, they can be switched from one side of the machine to the other. This will provide a longer service life for the gears and pinions, by wearing both faces of the teeth. Sprocket segments can also be switched from



A



B

MEC 2410-214 35 317

- | | |
|-------------------|---------------------|
| 1 Bolts and locks | 4 Cup |
| 2 Pinion gear | 5 Forcing screws |
| 3 Cage | 6 Oil drain passage |

Figure 3-304 Removing bearing cage

side to the other. Before assembling final drive, inspect and thoroughly clean all components.

b Installation Install final drive gear, idler pinion and bearings in the reverse order of removal.

Note. Heat the bearing races in oil at installation.

42. Sprocket Shaft

a Removal.

- (1) Remove the lockring ((1), fig. 3-306)

- (2) Remove the pin securing sprocket retaining nut (2) to the sprocket shaft

- (3) Using a spanner wrench, remove the retaining nut (2)

- (4) Remove sprocket shaft

b Installation

- (1) Attach a hoist to sprocket shaft and position it for installation

- (2) Position sprocket shaft retaining nut and lockring.

- (3) Insert sprocket shaft in the steering



1 Roller assembly 2 Dowel

Figure 3-305 Removing outer race and roller assembly.



1 Lockring 2 Retaining nut and winch removed

Figure 3-306 Removing retaining nut

clutch and bevel gear case far enough to install the sprocket shaft retaining nut and lockring.

(4) Place the retaining nut and lockring on the shaft and install the sprocket shaft as far as possible into the steering clutch case

(5) Install adapter ((3), fig. 3-307) plug (1), and coupling pin (2) as shown.

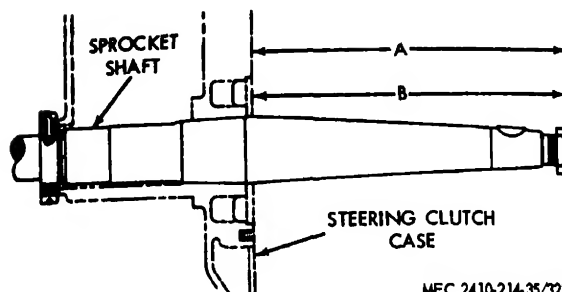
(6) Press the sprocket shaft into the steering clutch and bevel gear case with a pressure of 55-60 tons. Press until dimensions ((A) or (B), fig 3-308) is attained.



MEC 2410-214-35/221

1 Plug 2 Coupling pin 3 Adapter

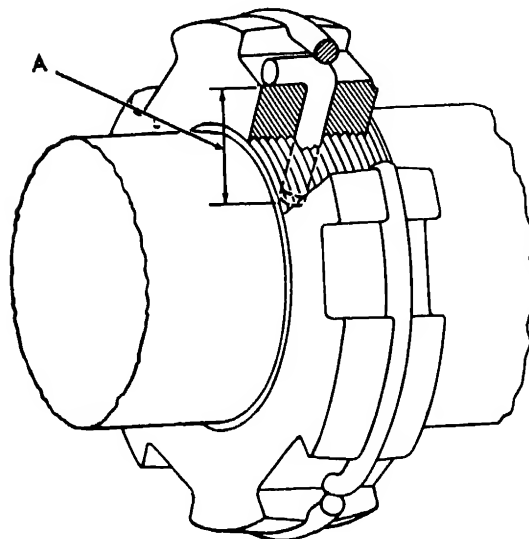
Figure 3-307. Installing sprocket shaft



MEC 2410-214-35/322

A—22.988 in—23.062 in. dimension
B—23.485 in—23.609 in dimension

Figure 3-308 Dimensions with sprocket shaft properly installed.



MEC 2410-214-35/323

A—368 in drill, 56 in deep in shaft
Figure 3-309. Installing retaining nut lockpins

(7) Maintaining the 55-60 tons pressure on the shaft, tighten retaining nut with a spanner wrench.



1 Bolts (7)

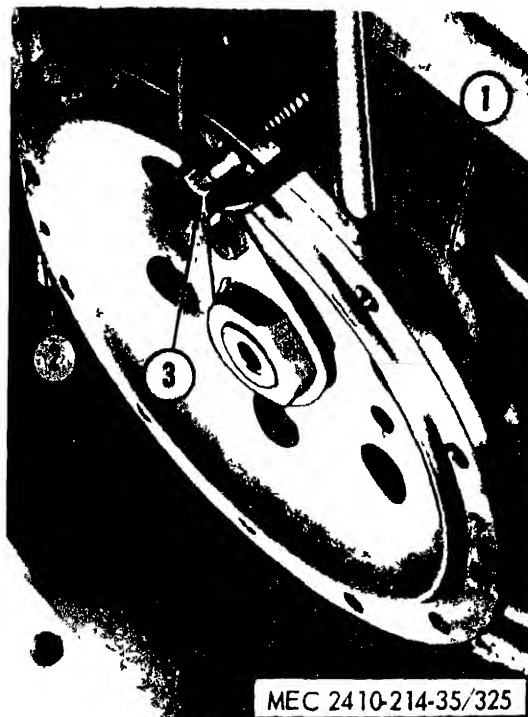
Figure 3-310 Preparing to remove final drive pinion.



1 Gasket

2 Guide pin

Figure 3-312 Installing final drive pinion gear



1 Cage
2 Flange

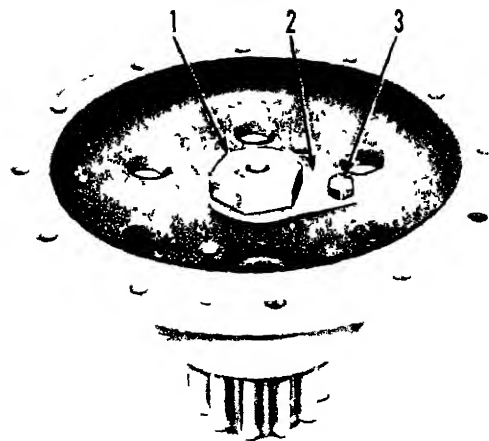
3 Bolt

Figure 3-311 Removing final drive pinion gear.

(8) When the retaining nut is securely tight-

(9) In one of the notches in the retaining

drill a .368" diameter hole through the nut



MEC 2410-214-35/327

1 Nut

2 Lock

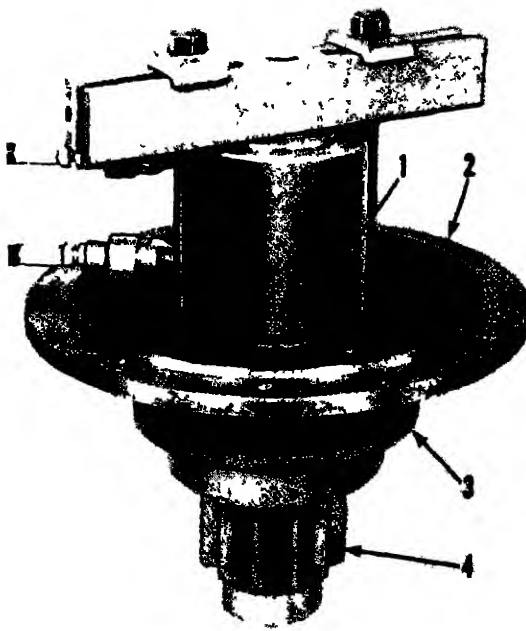
3 Bolt

Figure 3-313 Preparing to remove pinion flange.

and 56-inches deep into the sprocket shaft ((A) fig (3-309) Place the lockpin in the hole and install the locking to hold it in place

c *Checking Sprocket Shaft.* Check the final drive sprocket shaft to determine if it is straight

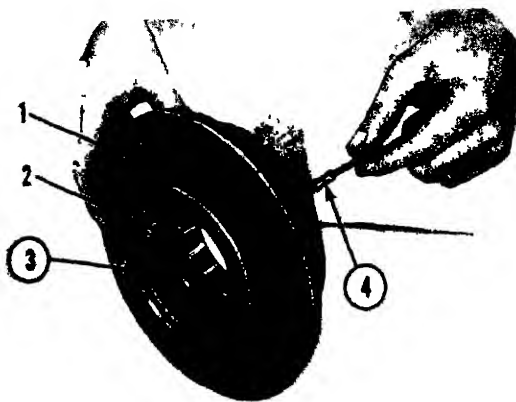
Note If the sprocket shaft is bent more than the allowable tolerance, the shaft should be removed and a new shaft installed.



MEC 2410-214-35/328

- | | |
|----------|---------------------|
| 1 Nut | 3 Cage |
| 2 Flange | 4 Pinion gear shaft |

Figure 3-314 Removing pinion flange



MEC 2410-214-35 329

- | |
|----------------------------------|
| 1 Cage |
| 2 Metal floating ring seal |
| 3 Outer race and roller assembly |
| 4 Dowel |

Figure 3-315 Removing outer race and roller assembly.

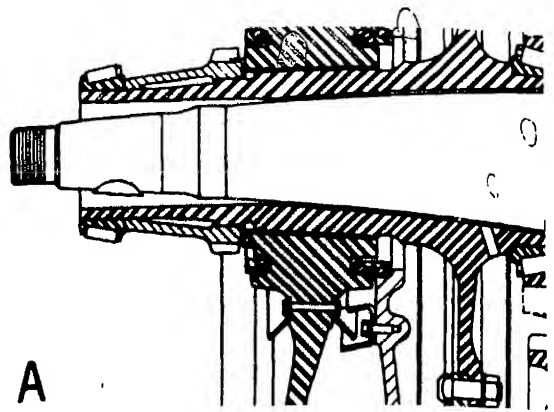
3-63. Final Drive Pinion Group

a Removal and Installation

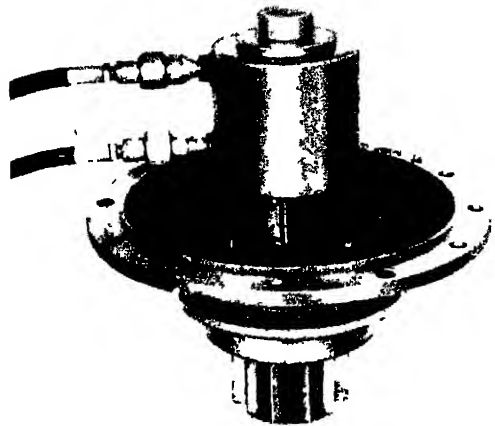
(1) Remove the steering clutch as outlined in paragraph 3-51

(2) Remove bolts ((1), fig. 3-310)

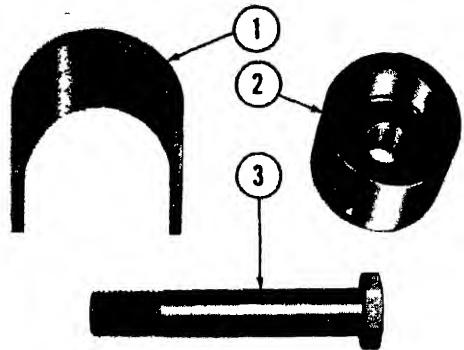
(3) Insert a bolt ((3), fig. (3-311)) in one of the steering clutch to pinion flange clearance holes and attach a hoist for support.



A



B



C

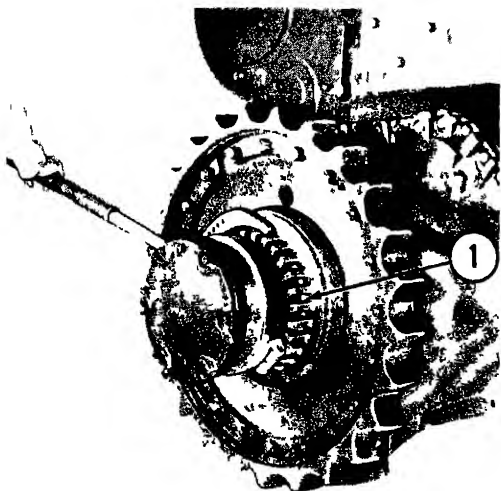
MEC 2410 214 35 330

- | | | |
|---|-----------|--------|
| 1 Sleeve | 2 Adapter | 3 Bolt |
| D—Dimension to be checked = .094 in - .154 in | | |

Figure 3-316 Installing pinion flange.

(4) Using a suitable pry bar, remove final drive pinion flange (2), bearing cage (1), inner bearing and final drive pinion as a unit from the steering clutch and bevel gear case.

(5) At installation, insert a 1/2-inch-13 NC guide pin ((2), fig. 3-312) to position the bearing cage.



MEC 2410-214 35 331

1 Retaining nut

Figure 3-317 Adjusting final drive bearings.

- (6) Inspect gasket (1).
- (7) Attach a hoist for support and install final drive pinion, bearing cage and final pinion flange in reverse order of removal.

Position bearing cage ((1), fig. (3-311) with oil drain hole at bottom

b. Disassembly and Assembly.

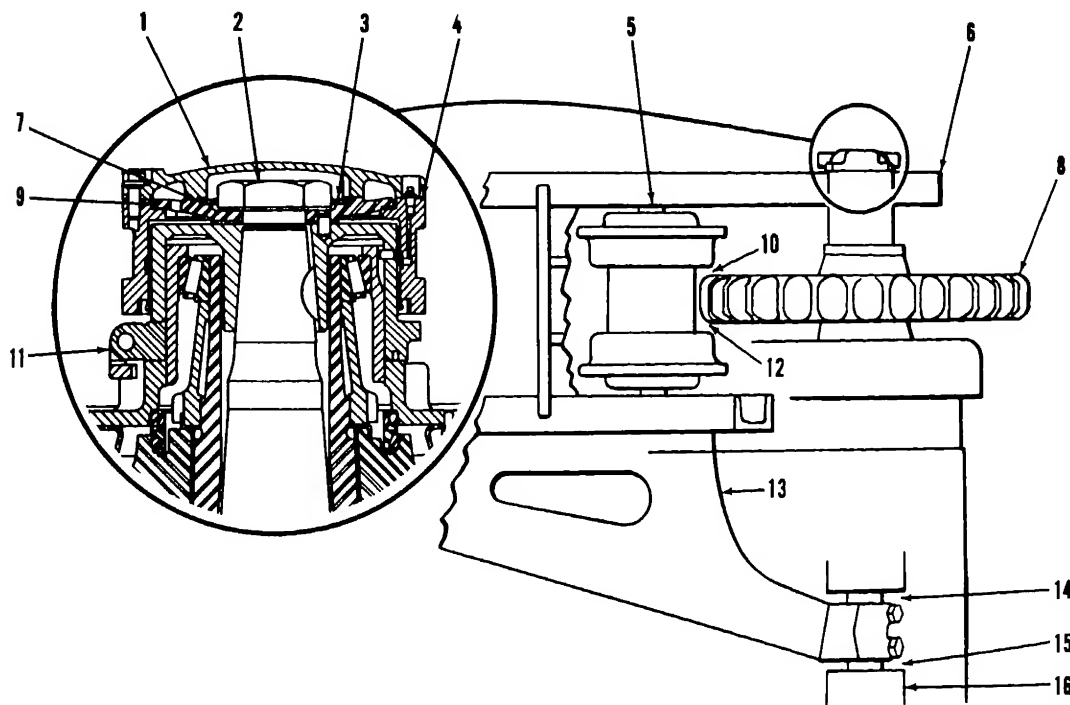
- (1) Position the final drive pinion assembly as shown in figure 3-313.
- (2) Remove the nut (1), bolt (3) and lock (2)

Caution: Before attempting to remove flange ((2), fig. 3-314) install nut (1) flush with the end of the pinion gear shaft (4) to prevent the pinion flange from becoming damaged while being removed under hydraulic pressure.

- (3) Using a hydraulic puller and a puller (with two $\frac{3}{4}$ -inch-10 NC bolts approximately $7\frac{1}{2}$ -inches long), remove flange ((2) fig. 3-314).

Note. The final drive pinion flange can be removed with the pinion installed, using the same tool group.

- (4) Remove bearing cage ((1), fig. 3-315) outer race and roller assembly (2) and seal (3) as a unit.
- (5) Inspect outer race and roller assembly
- (2) Using a $\frac{1}{4}$ -inch(20) NC bolt, remove dowel (4) and remove outer race and roller assembly.



MEC 2410-214-35/332

- 1 Cap
- 2 Nut
- 3 Shims
- 4 Outer bearing assembly
- 5 Rear track roller
- 6 Track roller frame
- 7 Lockring
- 8 Final drive sprocket

- 9 Retainer assembly
- 10 Clearance
- 11 Holder assembly
- 12 Clearance
- 13 Diagonal brace
- 14 Clearance
- 15 Clearance
- 16 Steering clutch case

Figure 3-318. Aligning track roller frame with sprocket

Note Chill the outer race and roller assembly before installation. When installing, align the hole in the outer race and replace dowel (4).

(6) Inspect seal (3) and mating seal in pinion flange. To remove and install, (para 3-58) and use a seal installer tool.

(7) Inspect the final drive pinion bearing races and replace if necessary (para 3-61).

(8) When installing the final drive pinion flange (fig. 3-316) make sure the splines are clean, dry, and free of burrs. Set the pinion flange on the pinion shaft with the splines in the flange meshing with the splines on the shaft and push the flange on as far as possible by hand.

(9) Install adapter ((2), fig. (3-316) on the threads of the pinion gear shaft. Place bolt (3) through hydraulic puller and screw it into adapter (2). Insert sleeve (1) over the adapter.

3-64. Final Drive Bearing Adjustments

a. After the final drive has been assembled and the track roller frame outer bearing installed and aligned, adjust the bearing preload on the sprocket support bearings. With the adjusting nut lock and clamping bolt removed, tighten the adjusting nut ((1), fig. 3-317) in a counterclockwise direction to the torque value of 1200-1500 lb-ft.

b. Continue to tighten the nut until the lock can be installed in one of the recesses in the retaining nut.

c. Insert the clamping bolt and tighten to lock the retaining nut in position.

3-65. Aligning Track Roller Frame With Sprocket

a. When installing track roller frame ((6), fig. 3-318) the center of the track rollers should be centered with final drive sprocket (8), so the track will lead straight off of rear roller (5) onto the final drive sprocket and not rub against either the sides of the sprocket or the rims of the track roller.

b. Final drive sprocket (8) should be centered in the recess of rear track roller (5) so clearances (10) and (12) between the outer face of the sprocket and the inner edge of the track roller rim are equal.

c. When this is properly adjusted, diagonal brace (13) should be checked to see there is some clearance at (14) and (15) in the recess in steering clutch case (16).

d. To make this adjustment remove cap (1) from outer bearing assembly (4) and remove lockring (7), nut (2) and retainer assembly (9).

e. Add shims (3) between retainer assembly (9) and holder assembly (11) to move the track roller frame out, decreasing clearance (12) at the roller and at diagonal brace (13) and increasing clearance at (10) and (15).

f. Remove shims (3) to allow the track roller frame to move closer to the machine, decreasing the clearance at (10) and (15) and increasing the clearance at (12) and (14).

Section X. TRACK ROLLER FRAME AND TRACKS

3-66. General

The track roller frame assembly ((11), fig. 3-319) provides a mounting for the track rollers (7), track carrier rollers (2), hydraulic track adjusting mechanisms (10), front idlers (3), recoil springs (9) and equalizer bar (6). The weight of the tractor is carried through the frame to the rollers (7). The diagonal brace (5), welded to the inside of the frame, maintains correct track roller frame alignment. This construction allows each track frame to operate independently and to move up and down relative to one another by pivoting at the sprocket shaft. Figure 3-320 shows a cut away view of track pin and bushing.

3-67. Track Assembly

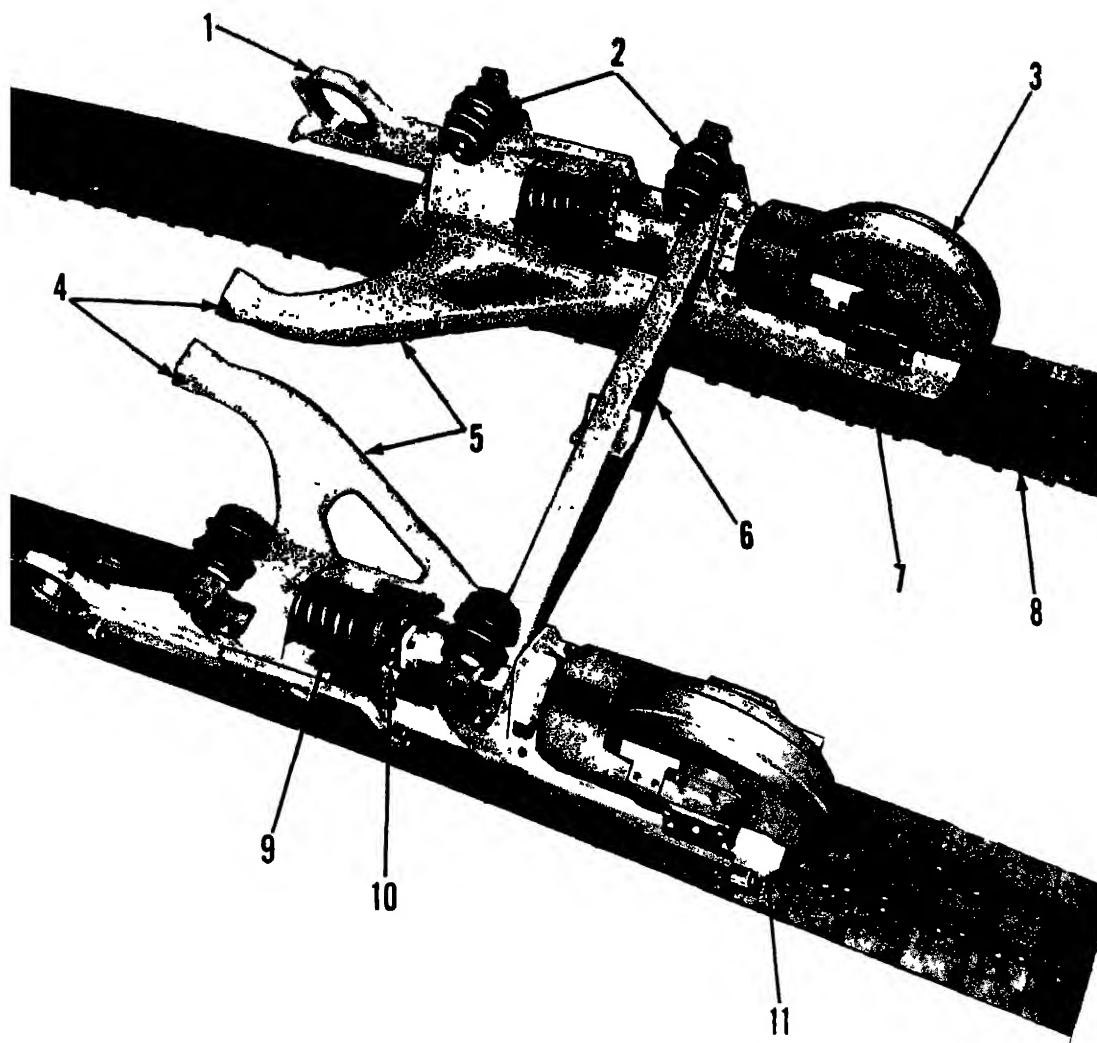
a. Removal and Disassembly

(1) Remove all dirt or other debris that may prevent retraction of the idler.

Warning: Be certain the hydraulic pressure in the track adjusting mechanism is completely relieved and the cylinder can be moved to the rear into the recoil spring front pilot before attempting to separate the track or remove the track adjusting mechanism. On machines that have badly worn track, it is possible for the hydraulic track adjuster to be adjusted forward to the limit of its travel and the stop will be against the equalizer bar support. The hydraulic cylinder could have high oil pressure in it even though the track is loose enough to remove the master pin without relieving the hydraulic track adjusting pressure.

(2) Remove the track roller frame guard from over the track adjusting mechanism. Clean vent holes (fig. 3-321) thoroughly.

(3) Release the pressure in the hydraulic track adjuster cylinder, with CAUTION, as given in the following steps



MEC 2410-214-35 333

- | | |
|---------------------------|--|
| 1 Outer bearing cup | 7 Track roller |
| 2 Track carrier rollers | 8 Track |
| 3 Front idler | 9 Recoil spring |
| 4 Diagonal brace bearings | 10 Hydraulic track adjusting mechanism |
| 5 Diagonal braces | 11 Track roller frame |
| 6 Equalizer bar | |

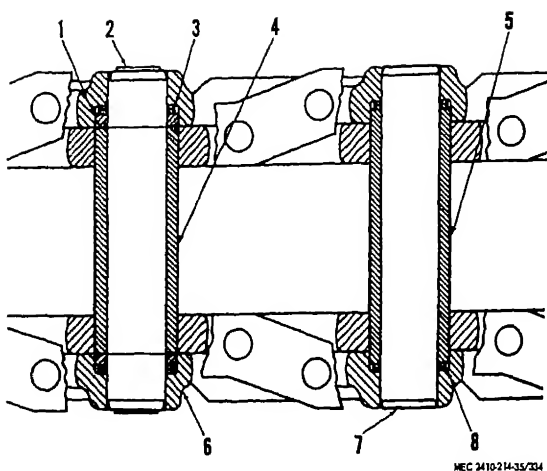
Figure 3-319 Tractor roller frame group

Warning: Because of the hydraulic pressure in the track adjuster cylinder, never visually check the vent holes and valves to see if grease is leaking. Always observe the cylinder to see if it moves to the rear into the recoil spring pilot.

4) Turn relief valve one turn in a counter-clockwise direction and allow grease to escape from vent hole just below relief valve. If grease does not appear when the relief valve is backed one turn, turn fill valve one turn in a counter-clockwise direction. If grease does not appear at vent holes, the machine should be started and

moved forward and backward. If grease still does not appear at the vent holes, insert a bar (such as a draw bar pin) between the track and sprocket. Move the machine backward so the track will be forced upward by the bar. This will apply additional tension to the track and move the front idler and track adjusting mechanism to the rear against the force of the recoil springs, thus forcing grease out the vent holes.

(5) If moving the machine does not relieve the hydraulic pressure, continue loosening relief valve until the unthreaded section ((A), fig. 3-322) is exposed above the flange of the hydraulic cylinder. The lower hexagonal shoulder of the



- | | |
|---------------------------|---------------------------|
| 1 Spacer | 5 Track bushing |
| 2 Master pin | 6 Link |
| 3 Coned-disc seal washers | 7 Track pin |
| 4 Master bushing | 8 Coned-disc seal washers |

Figure 3-320 Track pin and bushing cutaway.

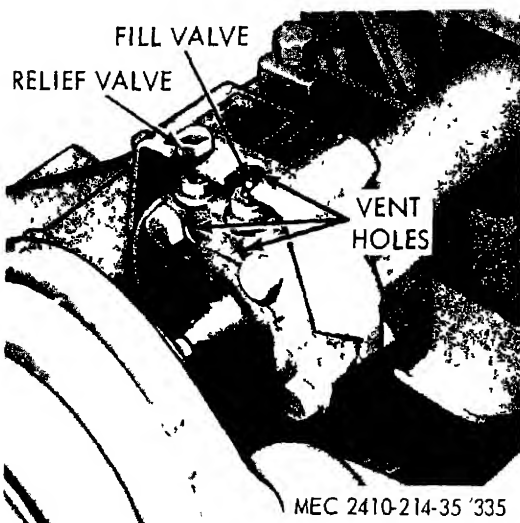
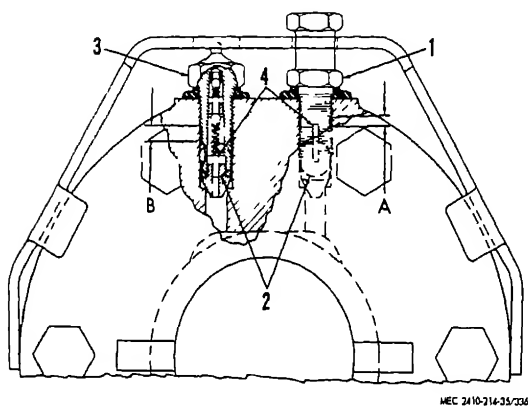


Figure 3-321 Preparing to separate tracks



- | | |
|----------------|--------------|
| 1 Relief valve | 3 Fill valve |
| 2 Vent holes | 4 Slots |

A and B—Unthreaded sections

Figure 3-322 Relief valve and fill valve.

relief valve will contact the underneath side of the guard. Grease should then escape through slot (4) in the lower section of threads

(6) Loosen fill valve (3) until the unthreaded section (B) is exposed above the flange of the hydraulic cylinder. The hexagonal shoulder of fill valve (3) will contact the underneath side of the guard. Grease should then escape through slot (4) in the lower section of the threads.

Note. Detailed information concerning the hydraulic track adjusting mechanism can be found in paragraph 3-73

(7) Position the master pin above and slightly behind the front carrier roller.

(8) Install the tools (fig. 3-323) and press the master pin from the links.

Note. An alternate method for master pin removal is as follows: Place a block approximately 12 inches high in front of the track and drive the machine forward so the track shoe below the master pin rides on the block, then using a suitable drive and a sledge hammer, drive the master pin out of the links

(9) Separate the track and remove spacers (fig. 3-324) and coned disc seal washers from links.

(10) Back the machine slowly, allowing the track to ride over the carrier rollers and off the sprocket

b Cleaning, Inspection, and Repair To obtain maximum life of track pins and bushings, turn the pins and bushings when either the external wear on the bushing or the track pitch increase is .120-inch per link. This dimension is good for average operating conditions. However, if a machine is operating in very sandy and abrasive conditions with little or no shock loading, this dimension could be extended to .190-inch

Caution: When operating under shock loading conditions such as over rough terrain, do not exceed the .120-inch dimension.

c Reassembly and Installation

(1) Back the machine until the sprocket is just ahead of the last link of the track

(2) Attach a hoist to the outside link and raise the track as the machine is driven forward

Note If a traveling hoist is not available, it may be necessary to block the track and reposition the hoist to complete the installation

(3) Carry the track high enough to clear the rollers.

(4) Stop with the end of the track slightly behind the front carrier roller and raise the other end of the track up around front idler until the master links ((4), fig 3-325) and links (5) are

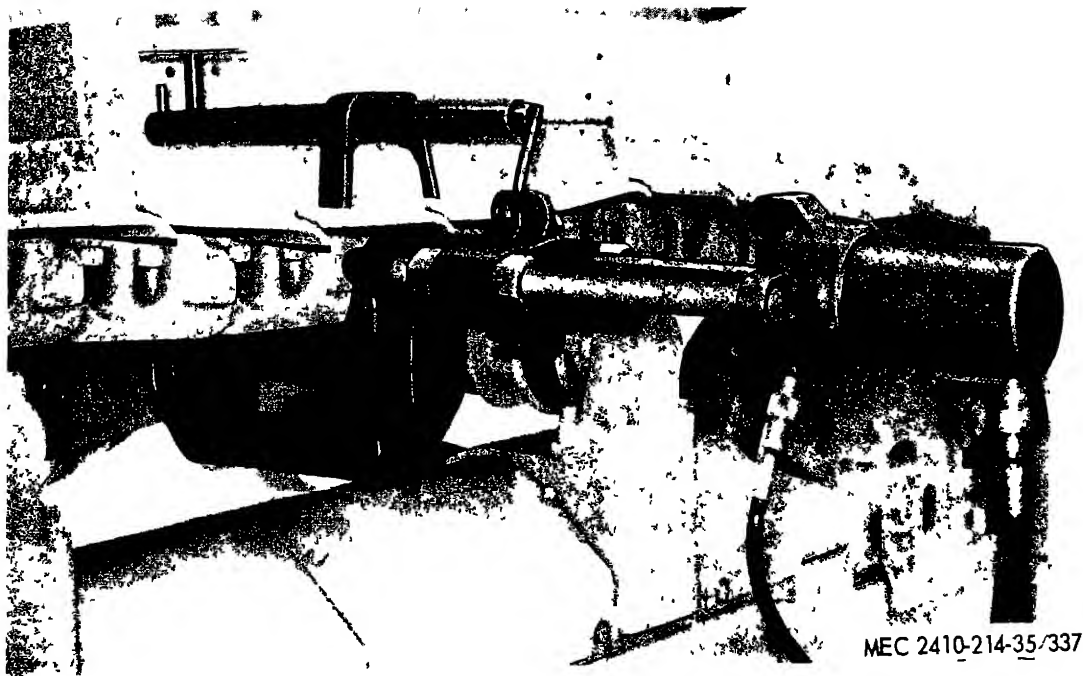
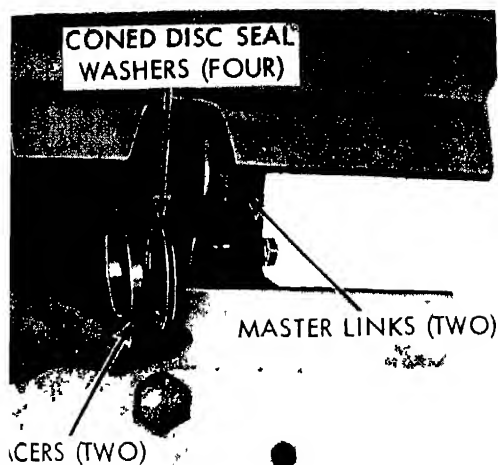


Figure 3-323. Master pin removal group.



MEC 2410-214-35 338

Figure 3-324. Track seal washers and spacers

imately 1-inch apart and install coned disc seal washers (2) and (3) and spacers (1) in master links (4).

Note. If the master pin is to be driven in with a hammer, block under the first shoe and drive forward until master links (4, fig 3-325) and links (5) are approximately 1" apart and install coned disc seal washers (2) and (3) and spacers (1) in master links (4).

5) Install each set of coned disc seal washers with one outside diameter facing the counterlink (4) and one outside diameter facing link (1), with inside diameters against each link. Install spacer (1) with beveled edge to the centerline of the track.

Note Coned disc seal washers (2) and (3) and spacers (1) can be held in place in the counterbores of master links (4) with the use of two holding tools. Fabricate the tools to the dimensions given in figure 3-325.

(6) Assemble the tools on master links and tighten the bolt on each tool to compress seal washers. Spacers will be flush with inner face of links when seal washers are properly compressed.

(7) Force the track together until the spacers and seal washers are held in place by the track links.

Note If master pin is to be driven in with a sledge hammer, move the machine forward and drive the track together until the spacers and seal washers are held in place by the track links.

(8) Remove the holding tools. Align the holes and install the master pin.

(9) Install the bolts in the track shoes. Refer to paragraph 1-4 for track shoe bolt torque.

Note Install the track shoe bolt nut with end having the 156-inch corner radius against the track link.

(10) Adjust the track (para 3-73).

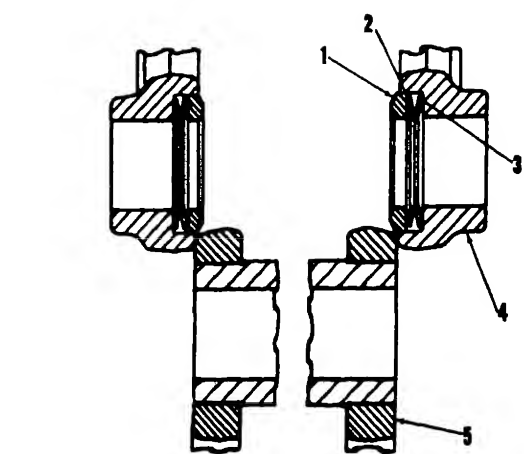
3-68. Track Carrier Rollers

a Removal

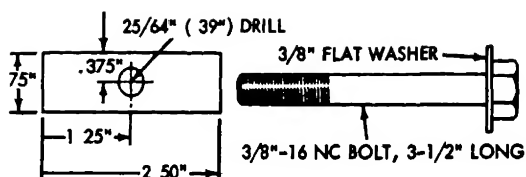
(1) Loosen the track as outlined in paragraph 3-67.

(2) Lift the track to provide clearance for removal.

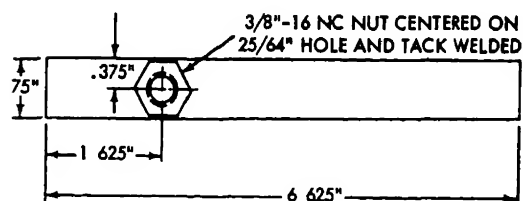
(3) Remove the bracket (fig 3-326) and roller as an assembly.



A



B



FLAT PIECES - 50" THICKNESS

MEC 2410-214-35/339

C

- 1 Spacers (2)
- 2 and 3 Coned disc seal washers (4)
- 4 Master link
- 5 Track link

Figure 3-325. Installing seal washers and spacers.

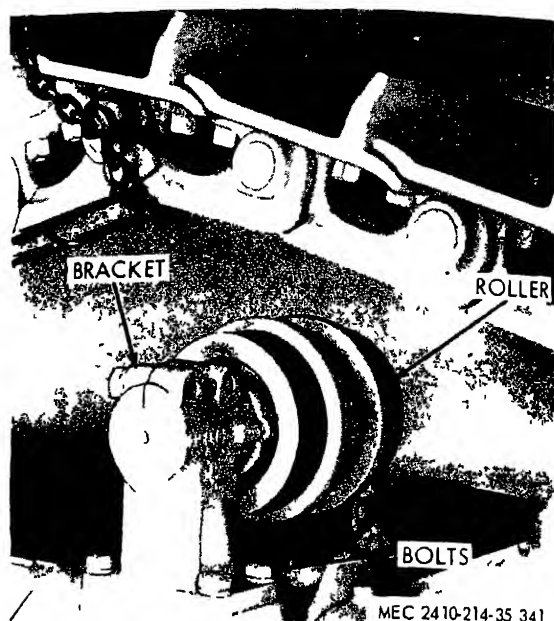
b Disassembly

(1) Remove the cover ((6), fig. 3-327) locking (5) and nut (4) from the roller (3).

(2) Loosen the clamping bolts (2) and drive a suitable metal wedge into the slot of bracket (1) to free the carrier roller shaft and remove the bracket

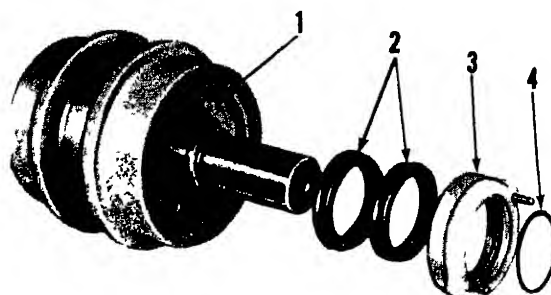
(3) Remove the lockring ((4), fig. 3-328) end collar (3) and metal floating ring seals (2).

Caution: Tape the seals (2) together so they will be kept in matched sets. The floating ring seals (2) should always be installed in pairs, that is, two new seals together or two seals



MEC 2410-214-35 341

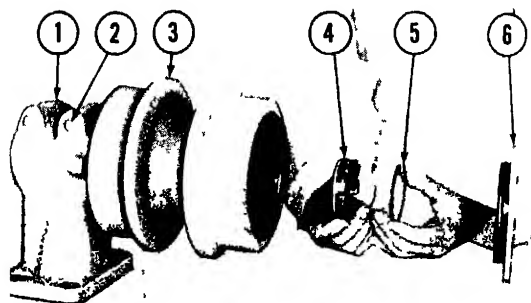
Figure 3-326. Preparing to remove carrier rollers.



MEC 2410 214 35 343

- | | |
|-----------|------------|
| 1 Bracket | 4 Nut |
| 2 Bolt | 5 Lockring |
| 3 Roller | 6 Cover |

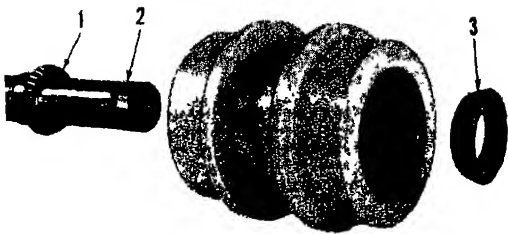
Figure 3-327. Removing nut



MEC 2410-214 35 342

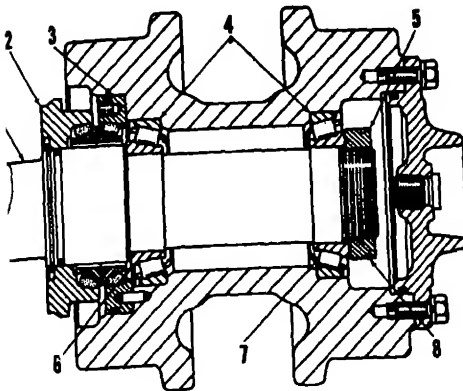
- | | |
|-----------------------------|--------------|
| 1 Seal support | 3 End collar |
| 2 Metal floating ring seals | 4 Lock ring |

Figure 3-328. Removing metal floating ring seals.



MEC 2410-214-35 344

ing 2 Shaft 3 Bearing
Figure 3-329. Removing bearings.



MEC 2410-214-35/345

ft
1 collar
1 support
er races

5 Nut
6 Bearing cone
7 Bearing cone
8 Lockring

Figure 3-330 Assembling carrier roller.

ave previously run together. Never assemble new seal and one used seal together or two that have not previously run together.

- 4) Install two 5/16-inch-18 (NC) bolts approximately 3-inches long into the seal support attach a puller with a step plate and remove seal support (1)
- 5) Using a puller and a spacer, press the from the roller
- 6) Remove the shaft ((2), fig 3-329) and (1) and bearing (3) from the roller
- 7) The bearing races can be removed from roller with a bearing cup pulling attachment puller

Reassembly and Installation

- 1) Heat the bearing cone ((6), fig. 3-330) install it on the shaft so that the inner race on the raised section of the shaft.
- 2) Install the bearing outer races (4) in the
- 3) Install the shaft in the roller, heat the bearing cone (7) and install it on the shaft, and all the spanner nut.

(4) Tighten the nut (5) until all bearing end clearance is removed and a slight drag can be felt on the bearings when the shaft is rotated; then back off the nut until the nearest aligning hole aligns with the slot in the shaft and install the locking (8).

(5) Install the end cover Replace the preformed packing if it is damaged.

Caution: Before installing the end cover, remove any burrs from the bore of the roller to prevent damage to the preformed packing during installation.

(6) Drive the seal support (3) into the roller until it seats in the bore. Lubricate the preformed packing on support (3) with liquid soap to facilitate installation.

Note Be sure the dowel in the support (3) lines up with the milled slot in the roller

(7) Install the floating ring seals in the end collar (2) and seal support (3) as outlined in paragraph 3-58.

(8) Replace the preformed packing on the shaft, install the end collar on the shaft and install the retaining ring

Note Lubricate the preformed packing on the shaft (1) with liquid soap before installing the end collar (2)

(9) Lubricate the carrier roller.

(10) Reinstall the carrier roller and adjust the track.

3-69. Track Rollers

a Removal.

(1) Loosen the tracks as outlined in paragraph 3-67

(2) Place a block approximately 12-inches high in front of the track and drive the tractor over the block until the block is beneath the front roller

(3) Place a block approximately 12-inches high against the track in back of the sprocket and back the tractor until the track is resting on the block under the sprocket and the block under the idler

(4) Push brake pedals down and apply brake lock.

(5) Remove the bolts from the end collars ((2), fig. 3-331) at each end of the roller to be removed and remove the roller

Note To facilitate removal of the front or rear rollers, the second roller from either end should be removed and rolled back on the rails out of the way

b. Disassembly.

- (1) Remove the ring (1)

(2) Remove the collar (2), the metal floating ring seals (3), the plug (4) and the preformed packing (5).

Caution: The two metal floating ring seals (3) should be taped together so they will not become intermixed with seals from other rollers.

(3) The other end of the roller is disassembled in the same manner.

(4) Remove the bolts which secure the bushing assembly (fig. 3-332) to the roller.

(5) The bushing assembly can be pressed out of the roller by supporting the roller and pressing on the end of the shaft. The bushing assembly can then be removed from the shaft. Insert the shaft back into roller and repeat the procedure to press the bushing assembly from the opposite end.

(6) The bearing (fig. 3-333) can be pressed out and replaced provided the bushing is not damaged.

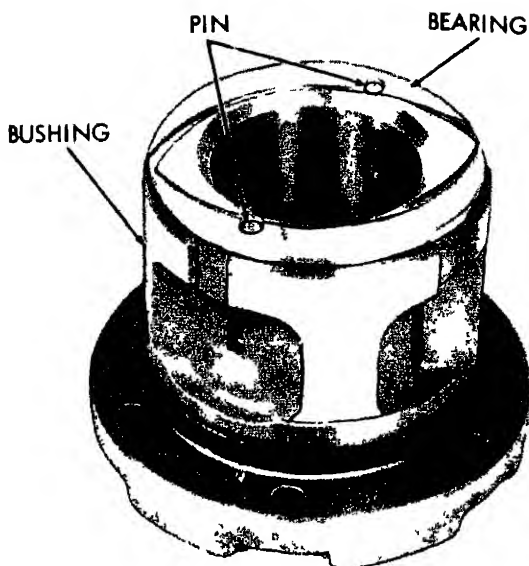
Note. Install new bearings if the shaft clearance exceeds that given in table 1-3.

(7) Press the bearing out of the bushing and cut off the projecting pins with a hacksaw.

(8) Smooth the face of bushing with a file.

(9) Press the new bearing into place making certain the lubricant holes are aligned.

(10) Drill two 9/32-inch holes 13/16-inch deep through the flange of the bearing and into the wall of the cast iron bushing



MEC 2410-214-35/348

Figure 3-333 Bushing assembly

Caution: Be sure the holes do not interfere with lubrication grooves in the face of the bearing flange.

(11) Install the proper pins so they do not extend above the face of the bearing.

(12) Smooth the face of the bearing flange

c Assembly

Note Care should be taken when pressing the bushing assembly (1, fig 3-334) into place to see that the bolt holes in the bushing flange are held in alignment with the holes in the roller hub. This can be done by screwing three studs 120° apart into the roller hub to act as guides

(1) Install the preformed packing (2) on the bushing (1) and remove any burrs from the roller to prevent damage to the preformed packing.

Note White lead should be used on the outside diameter of the bushing assembly when pressing it into place

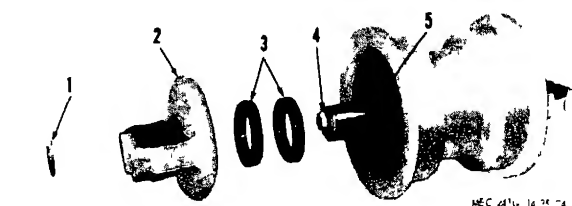
(2) Install the shaft before pressing in the second bushing.

(3) Install the metal floating ring seals (3) in the roller and collars as outlined in paragraph 3-58.

(4) Install the preformed packing (4) on the track roller shaft and lubricate it to facilitate installation of the end collar.

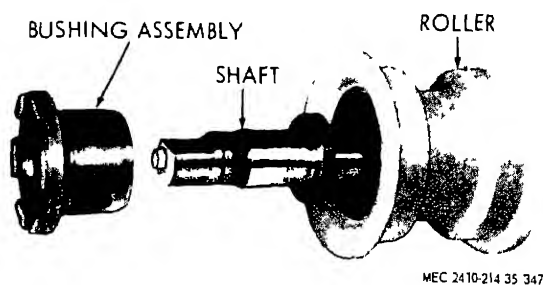
(5) Remove any burrs, smooth the chamfer in the bore of the end collar and install the end collar and the retaining ring (5).

(6) Lubricate the roller.



- | | |
|-----------------------------|---------------------|
| 1 Ring | 4 Plug |
| 2 Collar | 5 Preformed packing |
| 3 Metal floating ring seals | |

Figure 3-331 Track roller disassembly



MEC 2410-214 35 347

Figure 3-332 Bushing assembly removal.

d. Installation.

(1) Install the track roller with notched end collar toward the center of the tractor.

(2) Place the roller assemblies on the track in the proper relative locations and follow the reverse order of removal in completing the installation.

(3) Place the wedge-shaped lock strip in the notch in the end of the shaft and in the notch of the end collar and securely tighten the bolts which hold the end collars to the track roller frame. Some clearance will remain between the track roller frame and the end collars to insure that the ends of the track roller shaft will be held securely against the track roller frame.

3-70. Front Idler

a. Removal.

(1) Separate the track and lay it out flat (para 3-67).

(2) Remove the guard ((1), fig. 3-335), bolts (2), and guide plate (3).

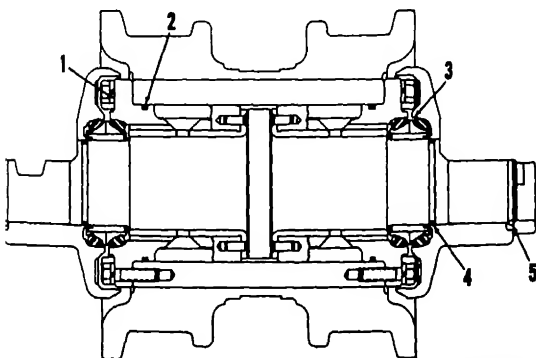
Note. Keep the shims from beneath guide plate (3) together. The same shims will be used for assembly. The following removal procedure is applicable to both sides of the idler.

(3) Remove bolts ((1), fig. 3-336) securing collar (2) to bearing (4) and yoke (5) and remove shims from between the bearing and the collar. Install one of the bolts (1) through the collar into bearing (4) to hold the collar in place.

(4) Remove bolts (3) securing bearing (4) to yoke (5). Support the idler and roll it forward.

b. Disassembly

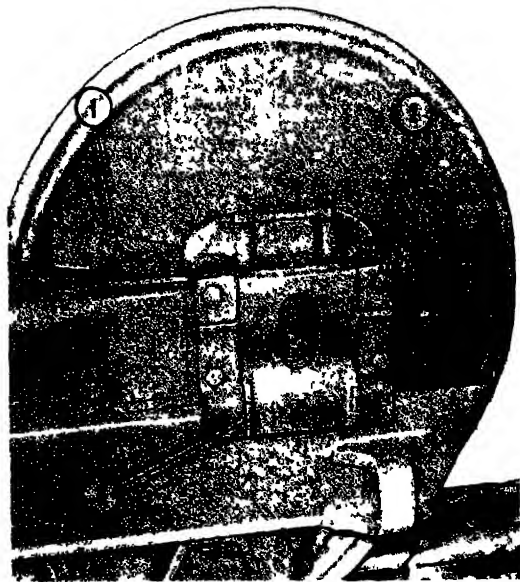
(1) Remove the nuts and washers and drive out the tapered pins that secure bearings ((1), fig. 3-337) and (4) to shaft (5).



MEC 2410214-33/241

- | | |
|--------------------------|---------------------|
| Bushing assembly | 4 Preformed packing |
| Preformed packing | 5 Retaining ring |
| Metal floating ring seal | |

Figure 3-334. Assembling track roller.

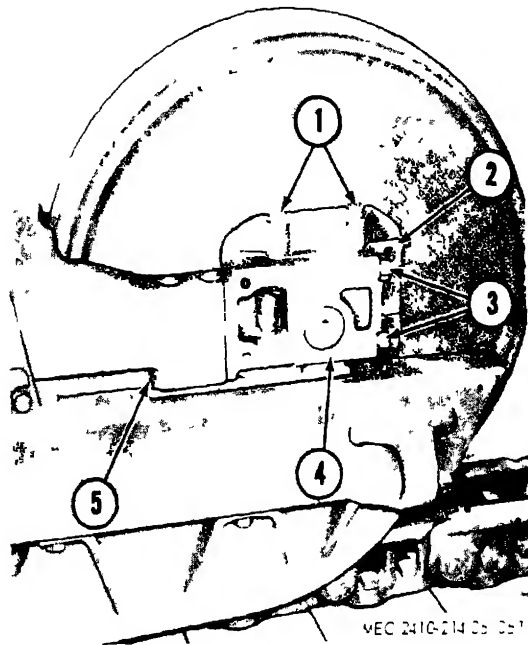


MEC 2410-214-35/350

- 1 Guard
2 Bolts

- 3 Guide plate

Figure 3-335. Preparing to remove guide plate



MEC 2410-214-35/351

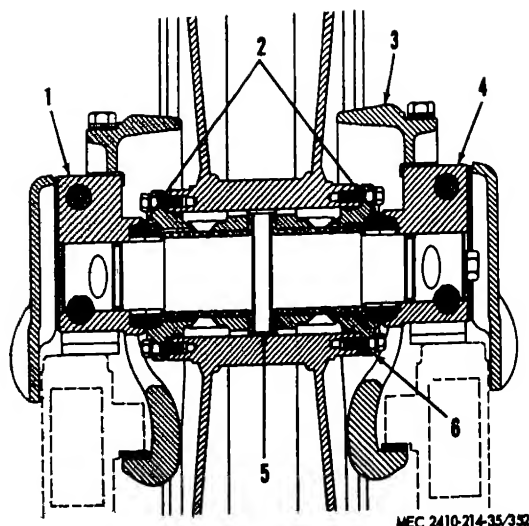
- 1 Bolts
2 Collar
3 Bolts

- 4 Bearing
5 Yoke

Figure 3-336. Preparing to remove idler

(2) Remove bearings (1) and (4) from shaft (5).

(3) Remove floating due-cone seals (2) from the bearings and from the bushing assemblies (6). Be careful not to damage the metal floating ring seals as they are removed



- | | |
|---------------------------|--------------------------|
| 1 Bearing | 4 Bearing |
| 2 Floating duo-cone seals | 5 Shaft |
| 3 Collars (2) | 6 Bushing assemblies (2) |

Figure 3-337. Front idler disassembly.

(4) Tape each pair of seals together to prevent intermixing them with other seals.

Note. When installing bearings (1) and (4), apply anti-seize compound in bearing bores and on bearing contact surfaces of shaft (5).

(5) Remove collars (3) from both sides of idler

c Reassembly.

(1) Reassemble in the reverse order of disassembly

(2) Install floating seals (2) using a metal seal installer assembly. Follow procedure outlined in paragraph 3-58

Note. At assembly tighten the nuts on the tapered pins to the initial torque given in paragraph 1-4. Use a hammer and punch to seat the tapered pins and then tighten the nuts to the final torque value

(3) Lubricate the idler

d Installation

(1) Install the idler in the reverse order of removal

(2) Align the idler with the track rollers (para 3-71)

e Repositioning Front Idler.

Note. The idler can be positioned from the HIGH to LOW or LOW to HIGH position.

(1) Remove the idler. Note the location of the recess, with the bearing in the LOW position (fig 3-338).

(2) Remove the bolts, raise collars and revolve bearings and shaft 180° so recesses are toward the rear of the machine (fig. 3-339) Install the bolt.

(3) Rotate the idler 180° in the direction indicated by the arrows. This will position the idler properly for installation in the HIGH position. The bearing that was previously on the right side of the idler will now be on the left, and the recess will again be toward the front of the machine.

3-71. Front Idler Yoke Assembly

a. Removal and Installation.

(1) Separate the track and lay it out flat (para 3-67).

(2) Remove front idler (para 3-70).

(3) Remove recoil rod ((2), fig. 3-340) after removing bolts (4) and washer (3). Then strike recoil rod (2) with a hammer at rear of yoke (1) to unseat the taper fit in yoke. Separate rod and yoke.

Note. Yoke (1) and recoil rod (2) can be assembled for use on either right or left side of the machine. Align the ear on washer ((4), fig. 3-341) in notch (1) in yoke for use on the right side of the machine. Align ear on washer with notch (2) for the left side. Tapped holes in end of recoil rod must be in line with holes in washer and the milled flat (or guard) on the flange at the rear end of the rod must be up

b Front Idler Adjustment.

(1) Install shims ((1), fig. 3-342) and (3) between collars (2) and bearings (8) to align the idler with the track rollers and keep clearance (B) between the yoke and the plate within tolerances given in table 1-3.

Note. Removing shims (1) or (3) from one end bearing will tilt the top of the idler away from that bearing. Adding shims to one end bearing will tilt the top of the idler toward that end bearing

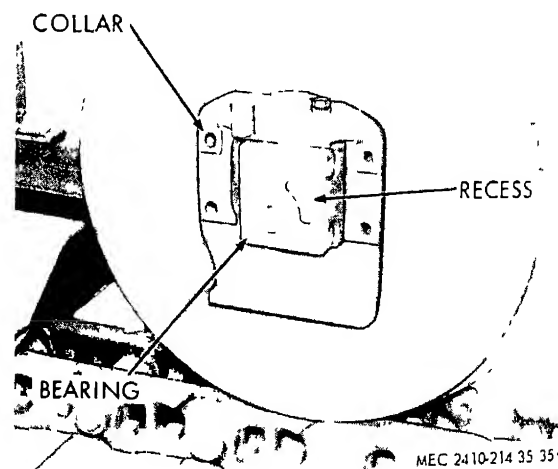


Figure 3-338. Idler bearing in low position

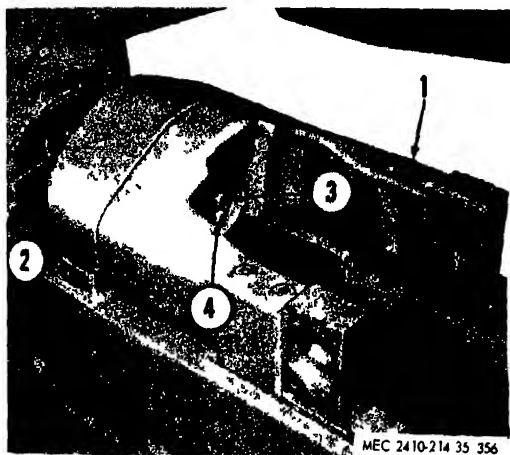
2) Install enough shims (4) and (5) bearings (8) and guide plates (6) and (7) provide clearance (A) between guide plates and (7) and the frame (9). Refer to table 1-3 correct clearance.

3) Shims (4) and (5) are used to shift the from side to side to align idler and track rlv.



MEC 2410-214 35 354

Figure 3-339. Repositioning bearings.



nt idler yoke assembly 3 Washer
r recoil rod 4 Bolts

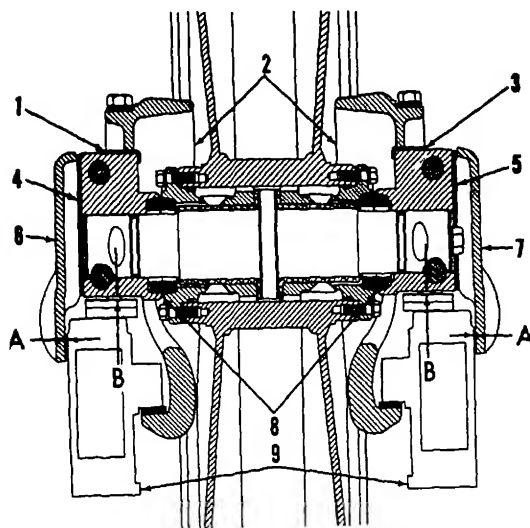
ure 3-340. Preparing to remove yoke assembly.



MEC 2410-214-35/357

- | | |
|----------------------------|-------------|
| 1 Notch for right side use | 3 Bolts (2) |
| 2 Notch for left side use | 4 Washer |

Figure 3-341 Idler recoil rod alignment.



MEC 2410-214-35/358

- | | |
|---------------|---------------------------|
| 1 Shims | 7 Guide plate |
| 2 Collars | 8 End bearings |
| 3 Shims | 9 Frame |
| 4 Shims | B—Dimension to be checked |
| 5 Shims | A—Dimension to be checked |
| 6 Guide plate | |

Figure 3-342 Aligning idler with track rollers

against the equalizer bar support. The hydraulic cylinder could have high oil pressure in it even though the track is loose enough to remove the master pin without relieving the hydraulic track adjusting pressure.

(1) Remove guards (fig. 3-343) Install drawbar pin or hardwood block between the sprocket and the track, and back up the machine slightly to compress the recoil spring. When all the tension is removed from recoil spring tops, remove locking bolt and washer ((4), fig 3-344) and screw recoil spring bolt nut (1) tight against

Recoil Springs

removal.

Warning: Be certain the hydraulic pressure track adjusting mechanism is completely and the cylinder can be removed to the into the recoil spring front pilot before at- ing to separate the track or remove the adjusting mechanism. On machines that badly worn track, it is possible for the ilic track adjuster to be adjusted forward limit of its travel and the stop will be

rear pilot (2) Remove the drawbar pin or hardwood block

(2) Separate the track and lay it out flat (para 3-67).

(3) Move cylinder ((5), fig. 3-345) to the rear as far as possible, into front pilot (2), separating the cylinder from idler recoil rod (4). Move the idler rod to the front as far as possible.

(4) Attach a hoist to and remove the recoil spring assembly.

(5) Inspect antiextrusion ring ((2), fig. 3-349) and seal (1).

b. Disassembly.

Warning: The springs in the recoil spring assembly are assembled under a force of several tons. During the process of disassembly and assembly, it is imperative that the proper tools be used in the proper manner when performing these operations.

(1) Remove bolt ((1), fig. 3-346) and washer (2) securing retaining nut (6) to recoil spring bolt (9).

(2) Install the recoil spring assembly in a suitable press with rear pilot (7) positioned on the press bed and front pilot (3) centered with the press ram

Note. A press with a minimum throat depth of 35-inches is required to disassemble recoil spring assembly.

(3) Apply enough pressure to the recoil spring assembly to remove retaining nut (6).

(4) Remove retaining nut (6).

(5) Back off the press ram to decompress the recoil springs (4) and (5)

(6) Remove recoil spring bolt (9), front pilot (3) and sleeve (8).

(7) Attach a hoist to and remove outer recoil spring (4). Remove inner recoil spring (5).

c Reassembly.

(1) Position rear pilot (7) over the choke in the press bed.

(2) Install recoil springs (4) and (5).

(3) Install sleeve ((7), fig. 3-347) in inner recoil spring (3) and install front pilot (1).

(4) Fabricate guide pin (5), as illustrated in figure 3-348 and screw it into the recoil spring bolt (4).

(5) Insert bolt ((4), fig. 3-347) through front pilot (1), sleeve (7) and rear pilot (6).

(6) Center the recoil spring assembly beneath the press ram and compress the assembly to assembled length measured from the rear face of the front pilot to the front face of the rear pilot (table 1-3).

(7) Remove guide pin (5) Install retaining nut ((6), fig. 3-346)

Note Install bolt (1) and washer (2) to lock

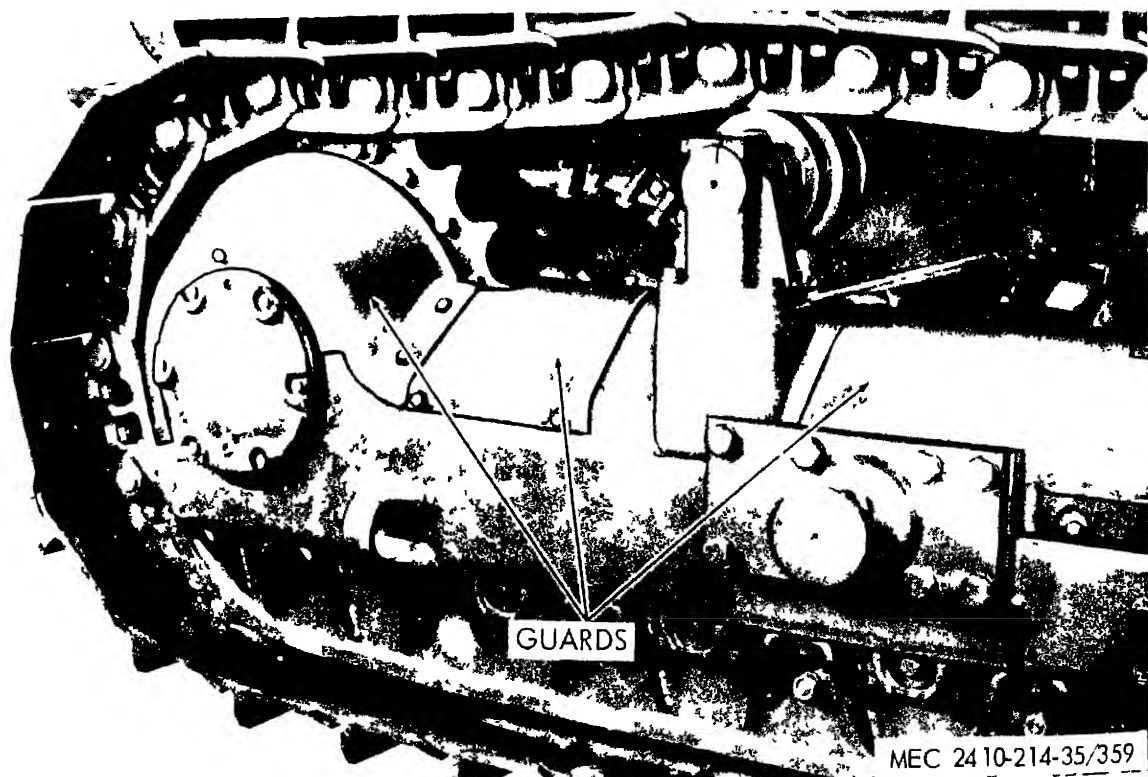
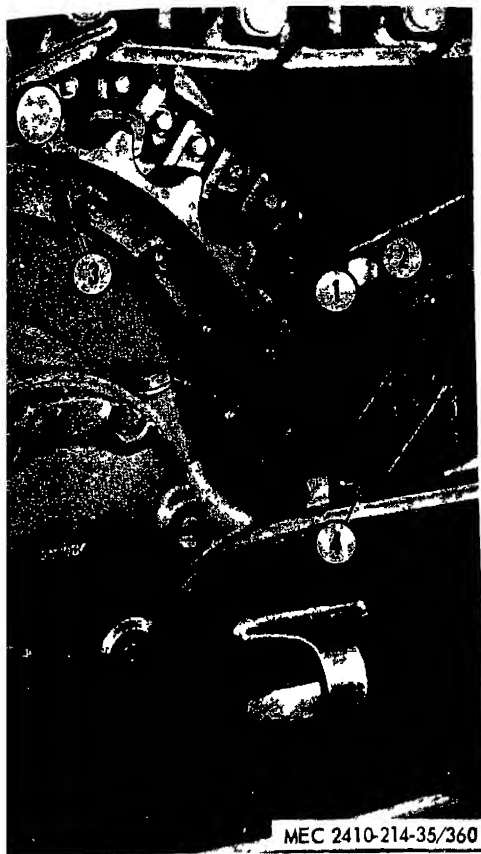
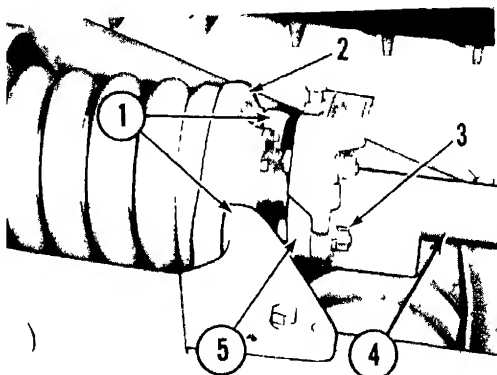


Figure 3-348 Removing guards.



1 Recoil spring bolt nut 3 Drawbar pin
2 Recoil spring rear pilot 4 Locking bolt and washer
3-344 Removing tension from recoil spring stops.



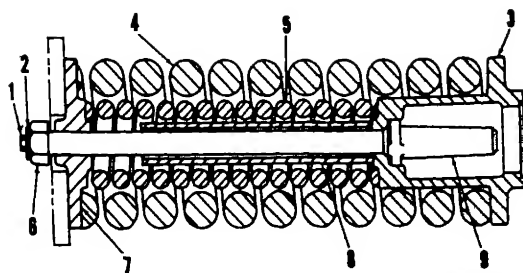
1 Recoil spring stops 4 Idler recoil rod
2 Recoil spring front pilot 5 Cylinder
3 Recoil spring rear pilot

Figure 3-345 Removing recoil spring stops

1) Install the recoil spring assembly in re-
order of removal.

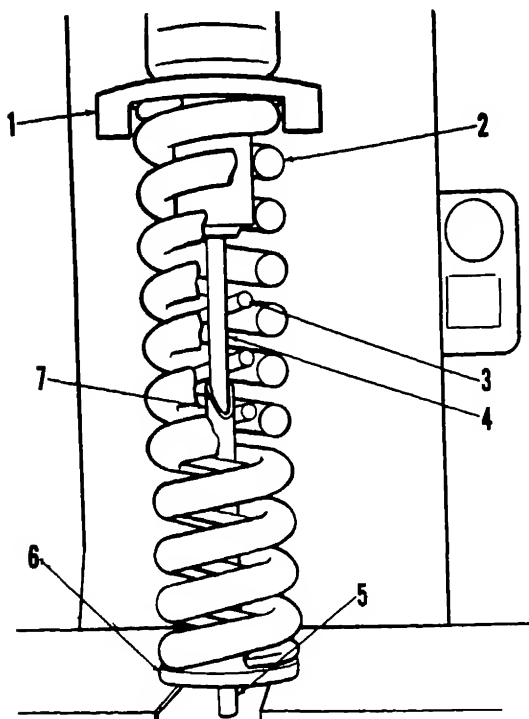
Installation

1) Install the recoil spring assembly in re-
order of removal.



1 Bolt
2 Washer
3 Recoil spring front pilot
4 Idler recoil spring (outer)
5 Idler recoil spring (inner)
6 Recoil spring bolt retainer nut
7 Recoil spring rear pilot
8 Recoil spring bolt sleeve
9 Recoil spring bolt

Figure 3-346. Recoil spring assembly.



1 Recoil spring front pilot
2 Idler recoil spring (outer)
3 Idler recoil spring (inner)
4 Recoil spring bolt
5 Guide pin
6 Recoil spring rear pilot
7 Recoil spring bolt sleeve

Figure 3-347 Assembling recoil spring assembly

Note. When installing ((2) fig 3-349), in cylin-
der (3), the beveled edge is placed toward the cylinder
Align the flat on the cylinder flange with the flat (or
guard) on the idler recoil rod flange

(2) After recoil spring stops ((1), fig

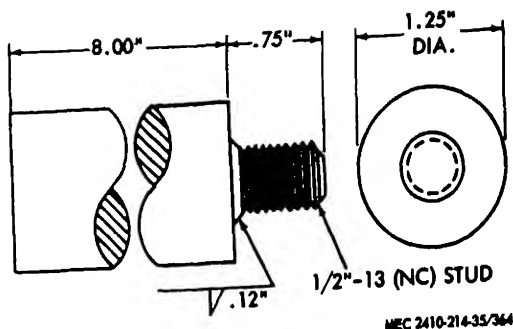
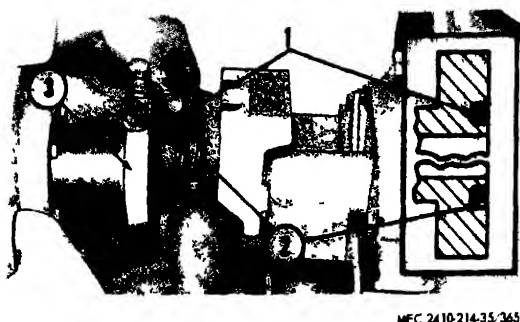


Figure 3-348. Spring bolt guide pin.



- 1 Seal
- 2 Antiextrusion ring
- 3 Cylinder

Figure 3-349. Installing seal and ring.

3-345) have been installed, loosen recoil spring bolt nut ((6), fig. 3-346) releasing the recoil spring tension against the stops, continue turning nut (6) until the end of the nut extends 1/16-inch beyond the end of the recoil spring bolt. Install bolt (1) and washer (2) to lock nut (6) in place.

3-73. Track Adjusting Mechanism

a. Removal

Warning: Be certain the hydraulic pressure in the track adjusting mechanism is completely relieved and the cylinder can be moved to the rear into the recoil spring front pilot before attempting to separate the track or remove the track adjusting mechanism. On machines that have badly worn track, it is possible for the hydraulic track to be adjusted forward to the limit of its travel and the stop will be against the equalizer bar support. The hydraulic cylinder could have high oil pressure in it even though the track is loose enough to remove the master pin without relieving the hydraulic track adjusting pressure.

- (1) Separate the track and lay it out flat (para 3-67).

- (2) Remove guards (fig. 3-343).
- (3) Remove either carrier roller support assembly or recoil spring assembly.
- (4) Remove bolts and nuts (fig. 3-350).
- (5) Remove the seal ((3), fig. 3-351) and antiextrusion ring (4).

Note. When installing antiextrusion ring (4), place the beveled edge toward the cylinder.

- (6) Remove bolts (2) securing cover (1) to the recoil spring front pilot. Pull the cylinder out of the bore. Packing will come out with the cylinder.

b. Disassembly.

- (1) Push piston ((8), fig. 3-352) out of cylinder (1).
- (2) Inspect packing (3) and rings (2).
- (3) Remove packing (3) and washer (6) after removing snapping (7).

c. Reassembly

- (1) Install packing with the lip toward snapping (7).
- (2) Lubricate the inside of cylinder (1) and install piston assembly.

d. Installation. Install in reverse order of removal, rotating the cylinder so the flat (or guard) on the recoil rod flange aligns with the flat on the cylinder. Install the adjusting mechanism. Install and adjust the track (a below).

e. Track Adjustment.

Note. Operate the tracks without excessive tension to minimize wear. When properly adjusted there should be 1-inch to 1½-inch sag measured at a point half way between the track carrier roller and front idler.

- (1) Raise the inspection plate on the track roller frame guard
- (2) With relief valve ((1), fig. 3-353) opened one turn counterclockwise, force GAA lubricant through fitting in fill valve (3) machines
- (3) When the grease coming out vent hole (2) from the opened relief valve (1) is thick

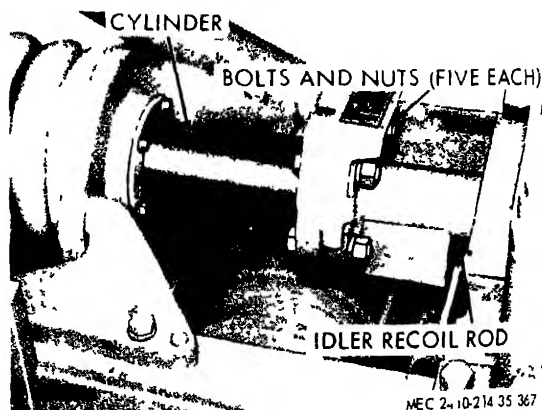
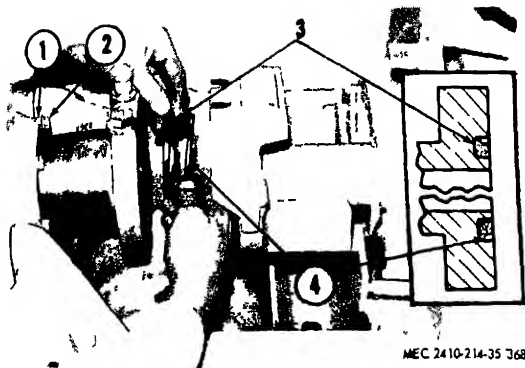


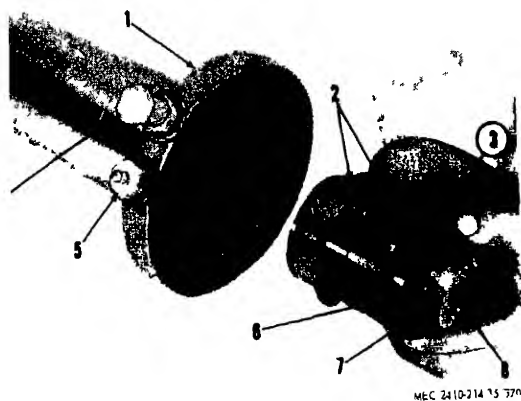
Figure 3-350. Preparing to remove cylinder.



Cover
bolt (5)

3 Seal
4 Antiextrusion ring

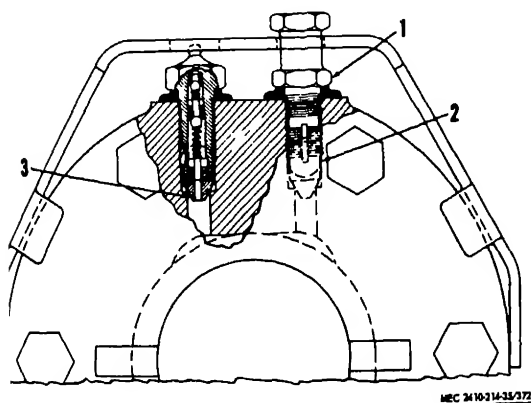
Figure 3-351. Removing seal and ring.



Cylinder
Rings
Packing
Relief valve

5 Fill valve
6 Washer
7 Snapping
8 Piston

Figure 3-352 Cylinder disassembly



Relief valve
Vent hole

3 Fill valve

Figure 3-353. Relief valve and fill valve.

ward to equalize the adjustment. Recheck adjustment.

Note. The torque values for valves (1) and (3) are given in paragraph 1-4.

(5) Make subsequent track adjustments as outlined in TM 5-2410-214-12.

3-74. Carrier Roller Support Assembly

a. Removal.

Warning: Be certain the hydraulic pressure in the track adjusting mechanism is completely relieved and the cylinder can be moved to the rear into the recoil spring front pilot before attempting to separate the track or remove the track adjusting mechanism. On machines that have badly worn track, it is possible for the hydraulic track adjuster to be adjusted forward to the limit of its travel and the stop will be against the equalizer bar support. The hydraulic cylinder could have high oil pressure in it even though the track is loose enough to remove the master pin without relieving the hydraulic track adjusting pressure.

(1) Remove guards (fig. (3-343).

(2) Separate the track and lay it out flat (para 3-67).

(3) Raise the front of the machine until equalizer bar ((3), fig. 3-354) is against roll bar (2). Use blocking to support the front of the machine

(4) Remove bolts (4)

(5) Attach a hoist to and remove track carrier roller (1), carrier roller bracket (6) and support assembly (5) as a unit.

b Installation. Install in reverse order of removal.

3-75. Equalizer Bar

a Removal.

(1) Separate the track and lay it out flat (para (3-67).

(2) Remove the track carrier roller, bracket and support assembly on one side of the tractor (para 3-74).

(3) From the same side of the tractor, attach a suitable hoist and support the equalizer bar.

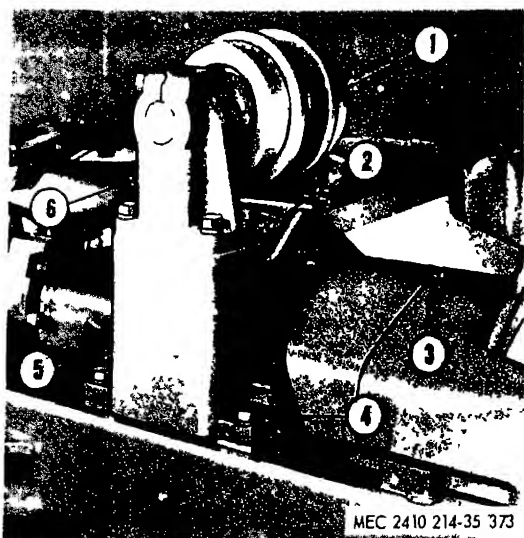
(4) Remove plates and pads (fig 3-355).

(5) Raise the front of the tractor until the plates (fig. 3-356) on the equalizer bar are below the ribs of the support and block the tractor in this position.

(6) Remove the equalizer bar from the tractor.

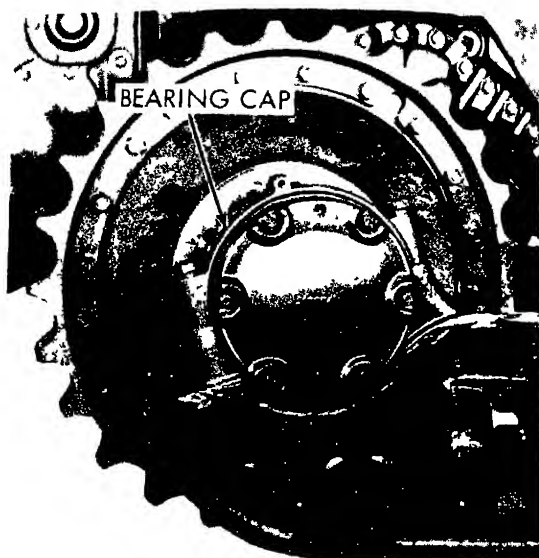
e the relief valve and continue filling with luant until the track has 1-inch to 1½-inch sag.

(4) Operate the machine backward and for-



- | | |
|------------------------|--------------------------------|
| 1 Track carrier roller | 4 Bolts |
| 2 Roll bar | 5 Support assembly |
| 3 Equalizer bar | 6 Track carrier roller bracket |

Figure 3-354. Preparing to remove support assembly



MEC 2410 214 35 376

Figure 3-357. Removing outer bearing cap

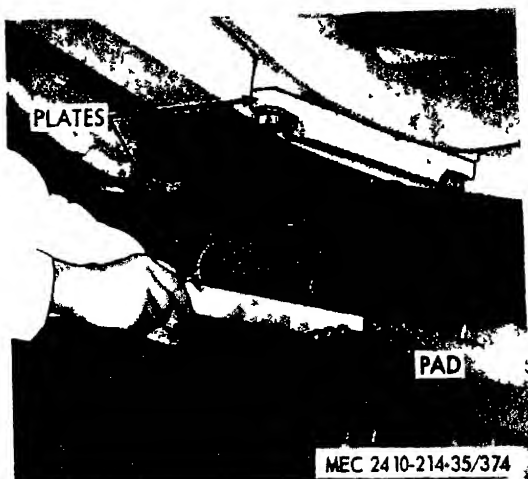


Figure 3-355 Removing plates and pads.

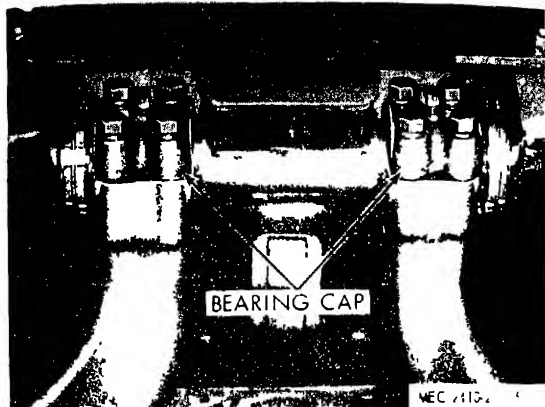


Figure 3-358 Removing diagonal brace bearing cap

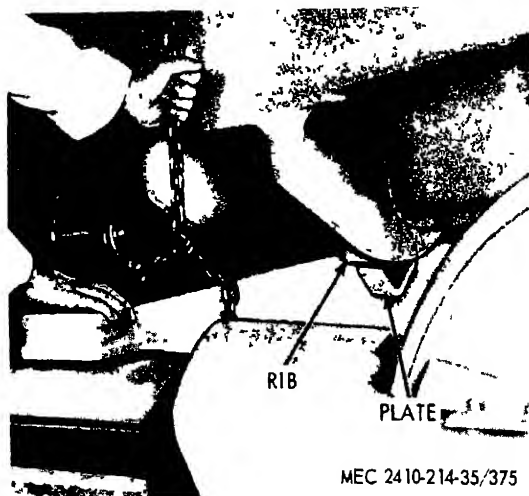
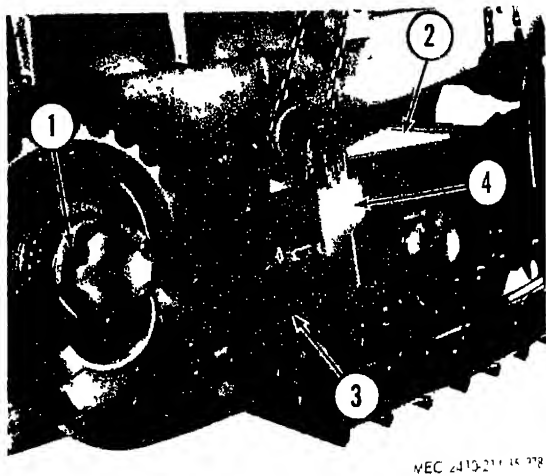


Figure 3-356 Removing equalizer bar.



- | |
|------------------------------------|
| 1 Track roller frame outer bearing |
| 2 Equalizer bar |
| 3 Track roller frame |
| 4 Track carrier roller support |

Figure 3-359. Removing track roller frame

Installation. Install in reverse order of remo-

Note. Adjust the hoist sling to position the front of the track roller frame slightly higher than the rear.

Track Roller Frame

Removal.

- (1) Separate the track and lay it out flat (fig. 3-67).
- (2) Remove sprocket guard and rear track frame guard.
- (3) Remove outer bearing cap (fig. 3-357), race bearing cap (fig. 3-358).
- (4) Raise and support the front and rear of tractor to allow the track rollers to clear the rails.

Warning: Support front of tractor under rear of equalizer bar.

- (5) Attach a suitable sling and hoist around track carrier rollers, to support the track roller frame (3), fig. (3-359). The track roller frame weighs approximately 4350 pounds.

- (6) Raise the track roller frame to transfer the weight of the track roller frame, from the equalizer bar (2), to the hoist.

- (7) Rock the track roller frame to separate it from the track roller frame outer bearing (1) and to separate the diagonal brace from the sprocket shaft.

- (8) Remove the track roller frame by swinging the front end of the roller frame away from the tractor and guiding the track carrier roller support (4) off of the equalizer bar (2).

- (9) Inspect the bearings (fig. 3-360) for damage or excessive wear. Replace if necessary.

Note. When replacing the bearings, align the dowel holes in the bearings with the dowels contained in the bearing cap and diagonal brace.

b. Installation.

- (1) Install the track roller frame in the reverse order of removal.

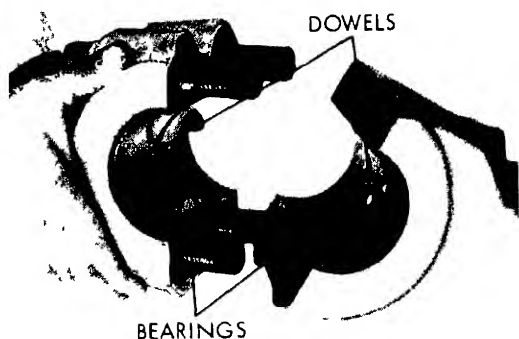
- (2) Install and adjust the track.

Section XI. CHASSIS AND MAIN FRAME

1. Seat and Seat Frame

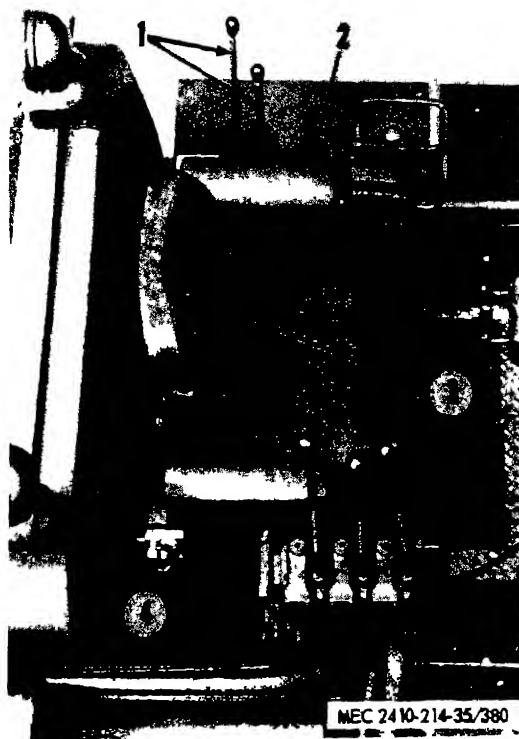
Removal.

- (1) Remove seat (3), fig. 3-361). Refer to 5-2410-214-12.
- (2) Remove left arm rest (2).
- (3) Remove winch control levers and bracket (1).
- (4) Disconnect brake lock linkage (4).
- (5) Disconnect transmission linkage ((1), 3-362) and (2).
- (6) Disconnect electric cable (3).
- (7) Disconnect electrical cables (4) at the battery and pull from battery box through seat frame opening into the seat frame.



MEC 2410-214-35-379

Figure 3-360. Bearing cap assembly.



- 1 Winch control levers and bracket
- 2 Left arm rest
- 3 Seat
- 4 Brake lock linkage

Figure 3-361. Preparing to remove seat frame.

(8) Disconnect rod (5) from linkage assembly (7).

(9) Remove mounting bolts (6), turn linkage assembly (7) so seat frame can be moved to left.

(10) Attach a hoist, move seat frame to the left and raise to remove.

b. Installation. Install in reverse order.

3-78. Brake Pedal and Support Assembly Removal and Installation

a. Removal.

(1) Remove the seat, seat frame and floor plates.

(2) Remove dozer lift and tilt control lever

((2), fig. 3-363) and scraper valve support bracket (1).

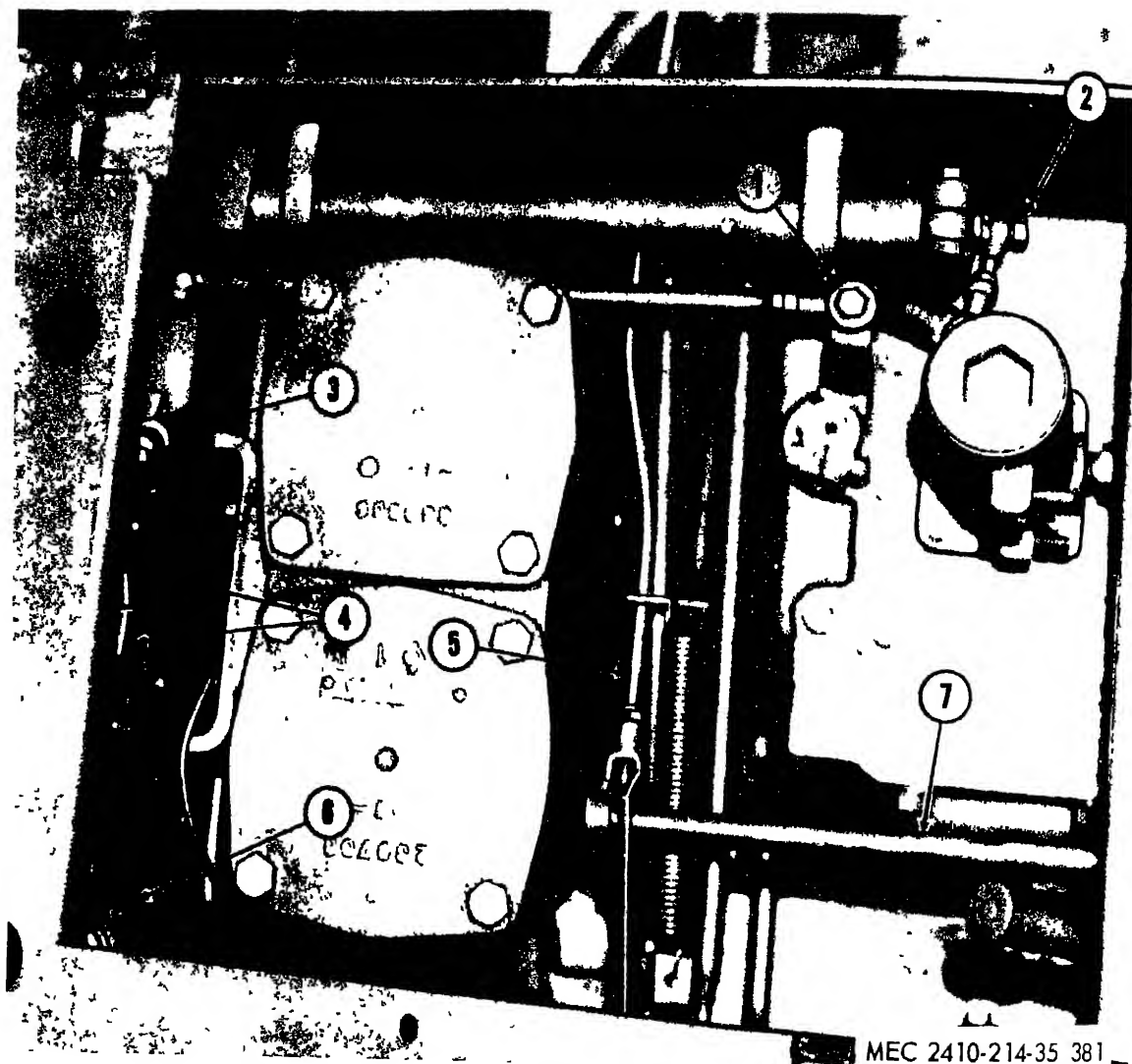
(3) Disconnect dozer tilt valve linkage at hydraulic tank and lift valve linkage rod (8) from bottom of control lever linkage (3).

(4) Remove lug (7), plate (4) and control lever linkage (3).

(5) Disconnect brake lock rod (17) at foot pedal end.

(6) Remove bolts securing brackets (11) and (13) and remove brackets with brake lock linkage (12) in place.

(7) Disconnect steering clutch control rods (15) at both ends and slide forward to clear support assembly (14).



- 1 Transmission linkage
- 2 Transmission linkage
- 3 Electric cable
- 4 Electric cables (2)

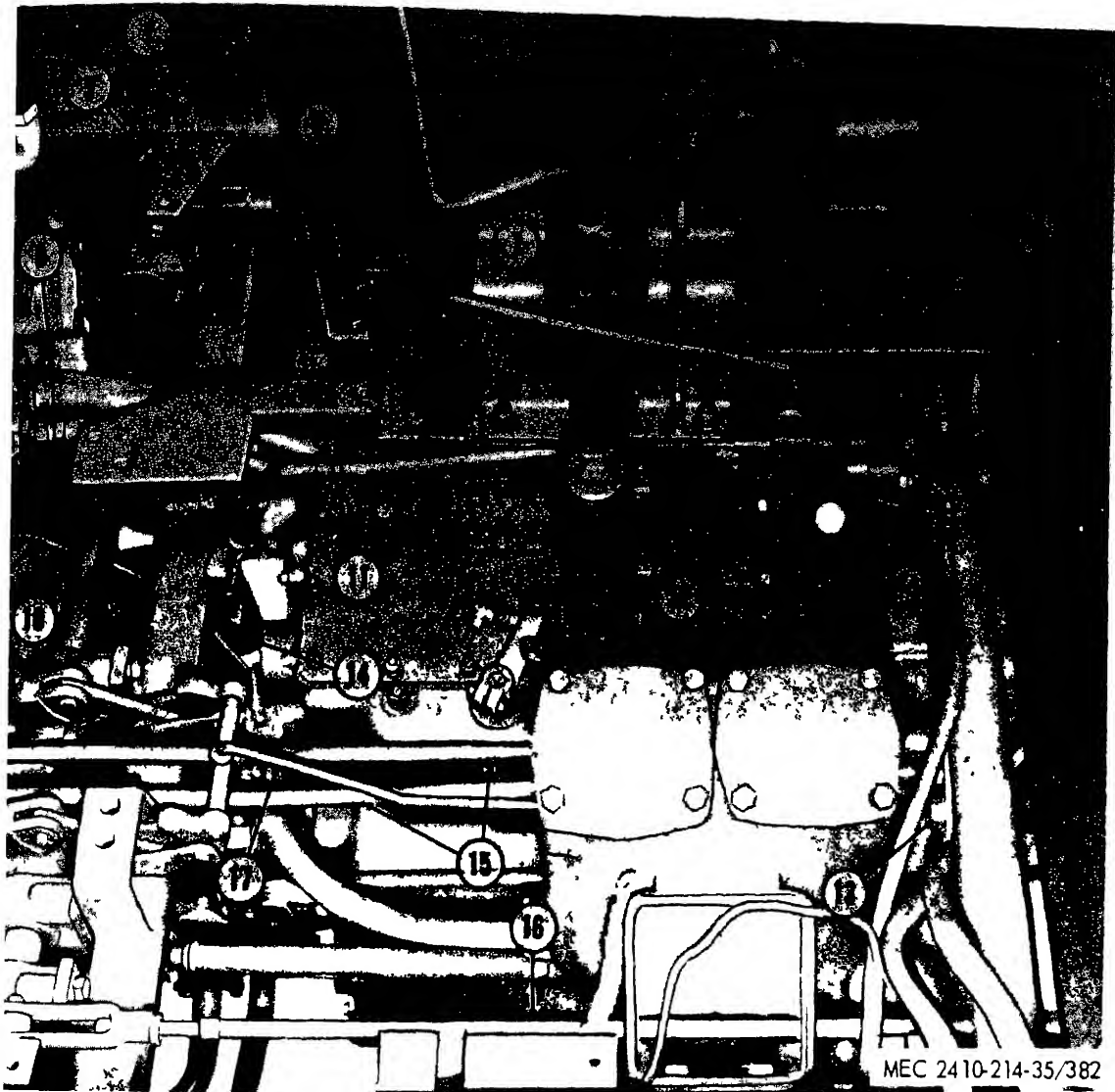
- 5 Rod
- 6 Mounting bolts
- 7 Linkage assembly

Figure 3-362 Preparing to remove seat frame.

-) Remove brake control rods (6) and
-) Remove bracket (5) and disconnect (9) and (10).

(10) Remove eight bolts and remove brake pedal and support assembly (14).

b. *Installation.* Install in reverse order.



MEC 2410-214-35/382

- | | |
|-------------------------|------------------------|
| 1 Support bracket | 10 Hose |
| 2 Lever | 11 Bracket |
| 3 Control lever linkage | 12 Brakelock linkage |
| 4 Plate | 13 Bracket |
| 5 Bracket | 14 Support assembly |
| 6 Brake control rod | 15 Clutch control rods |
| 7 Lug | 16 Brake control rod |
| 8 Valve linkage rod | 17 Brakelock rod |
| 9 Hose | |

Figure 3-363 Brake pedal and support removal

Section XII. HYDRAULIC SYSTEM

3-79. General

The hydraulic system consists of the hydraulic tank and valves, a two-section pump, two lift cylinders, a bulldozer blade tilt cylinder, and the hydraulic lines necessary for bulldozer operation. It also has provisions for operation of a rear mounted attachment such as a scraper.

3-80. Hydraulic Tank

a Removal and Installation.

(1) Remove guard from around the bottom of the hydraulic tank.

(2) Drain the hydraulic tank. Refer to TM 5-2410-214-12.

(3) Disconnect hydraulic lines ((1), fig. 3-364) and (3) below tank.

(4) Remove bolts (2) and (4) and drain line (5).

(5) Refer to paragraph 3-78 and follow (1) through (4).

(6) Disconnect hydraulic lines (6), (7), (8), (9), and (11).

(7) Disconnect hose from elbow assembly (10)

(8) Disconnect bulldozer control linkage (15)

Note The fuel tank and the cross members that support the seat frame and floor plates have been removed for better illustration only.

(9) Install an eyebolt in the hole provided in the top of the tank and attach a hoist to the eyebolt

(10) Remove bolts (12), (13), and (14) and remove the hydraulic tank

(11) Install in reverse order of removal replacing all damaged gaskets and seals.

b Disassembly and Reassembly.

(1) Remove bolts ((2), fig. 3-365) and remove mounting plate (3) and manifold (6) as a unit (weighs approx 70 lb).

(2) See paragraph 3-82 for the removal of pressure relief valve (5).

(3) Remove bolts ((2), fig. 3-366) securing line (1) to filter (3) At assembly, it may be necessary to loosen hose clamp (4) to align bolt holes.

(4) Remove all bolts securing tank assembly ((1), fig. 3-365) to bottom plate (4).

(5) Install a 1/2-inch-13 (NC) forged eyebolt in top of tank assembly (1) and attach a hoist Remove tank assembly (1) which weighs approximately 300 pounds.

(6) Refer to TM 5-2410-214-12 for filter cap and filter removal

(7) Assemble in the reverse order.

3-81. Bulldozer Control Valve

a. Removal and Installation.

(1) Remove the hydraulic control tank from the machine (para 3-80).

(2) Remove the tank assembly from bottom plate ((6), fig. 3-367).

(3) Remove bolts (3) and (13) and remove oil line (5).

(4) Disconnect rod (4) from end of control valve spool.

(5) Remove bolt (9) and remove oil line (1).

(6) Remove bolts (7) and (8) and remove elbows (10) and (11).

(7) Remove bolts (12) and remove bulldozer control valve (2). The bulldozer control valve weighs approximately 70 pounds.

(8) At installation, tighten bolts (3), (7), (8), and (12) to 60 \pm 2 lb-ft.

(9) Install in reverse order of removal.

b. Valve Spool Removal.

(1) Remove and inspect plug assemblies ((2), fig. 3-368) and inspect them for broken springs The balls encased in the end of the plugs engage detent ((1), fig. 3-369) to hold valve spool ((4), fig. 3-368) in the FLOAT position.

(2) Remove bolt and lockwasher (5)

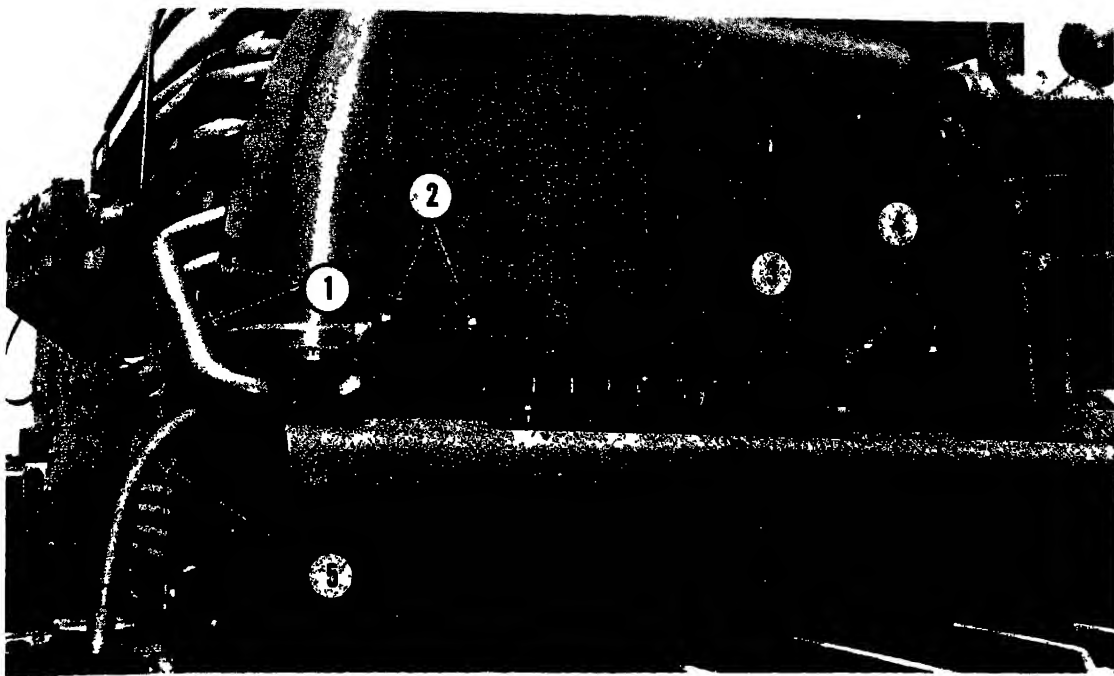
Caution: Valve body (3) and spool (4) are machined to close tolerances. To avoid distortion of spool (4), leave spool in valve body when loosening or tightening bolt (5).

(4) Dissassemble spool as shown in figure 3-369

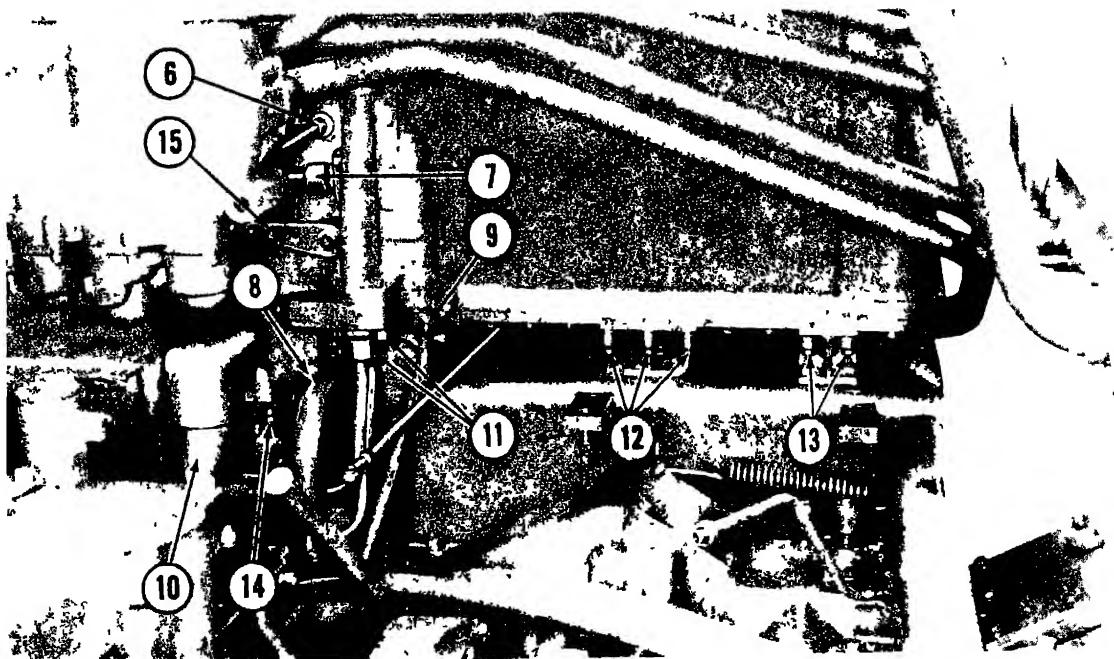
(5) Shims ((4), fig. 3-370) are used between housing (2) and spacer (3) to minimize the free travel of the valve spool (1) To obtain the correct thickness of shims required, assemble and install the valve spool Install housing without shims Tighten bolts (5) until the shoulder in the housing just contacts retainer ((2), fig. 3-369) and starts to compress the spring Hold spacer ((3), fig. 3-370) tight against the valve body and measure clearance (A) between housing (2) and spacer (3) with a thickness gage. Install shims (4) with a total thickness equal to this measurement.

c. Check Valve Removal

(1) Remove the bulldozer control valve and remove the valve spool.



A



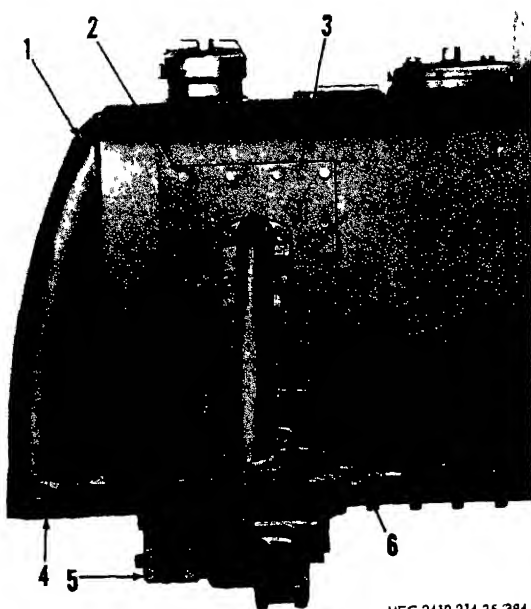
B

MEC 2410 214 35 35.

- 1 Hydraulic lines
- 2 Bolts
- 3 Hydraulic lines
- 4 Bolts
- 5 Drain lines
- 6 Hydraulic lines
- 7 Hydraulic lines
- 8 Hydraulic lines

- 9 Hydraulic lines
- 10 Elbow assembly
- 11 Hydraulic lines
- 12 Bolts
- 13 Bolts
- 14 Bolts (2)
- 15 Bulldozer control linkage

Figure 3-364 Hydraulic tank removal.



MEC 2410-214-35 384

- 1 Tank assembly
- 2 Bolts
- 3 Blade tilt control valve mounting plate
- 4 Bottom plate
- 5 Bulldozer relief valve
- 6 Manifold

Figure 3-365 Preparing to disassemble tank.

(2) Remove bolts, (1, fig. 3-371) and flange (2)

(3) Use a 1/4-inch—20 (NC) eyebolt to remove plug (5). Inspect preformed packing (3).

(4) Remove spring (4) and check valve (6).

(5) Check valve (6) must slide freely in its bore in valve body (7) Inspect chamfered seating surface of check valve (6) and mating seat in valve body for nicks or burrs

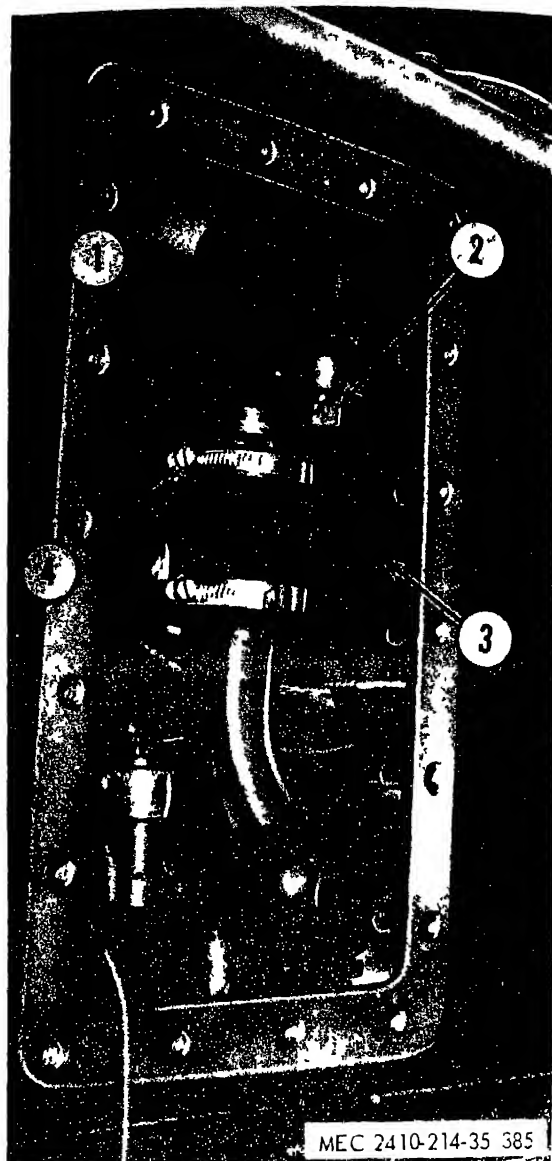
(6) Install in reverse order.

d Makeup Valves—Removal and Installation. Makeup valves are provided to supply tank oil directly to the bulldozer cylinder lines whenever the line pressure is less than tank pressure. This occurs when the bulldozer blade raises or lowers rapidly. The valves are located in a common valve body bolted to the bulldozer control valve. A spring holds each valve seated during normal operation. When oil pressure in the bulldozer circuit is reduced, oil in the tank overcomes the spring, opens a valve and flows into the bulldozer circuit

(1) Remove the hydraulic tank from machine and remove the tank assembly from bottom plate (para 3-80).

(2) Remove bolts ((4), fig. 3-372) and remove makeup valve body (3). At installation, tighten bolts (4) to 60 ± 2 lb-ft.

(3) Remove bolts (1) and (6) and remove



MEC 2410-214-35 385

- 1 Filter inlet oil line
- 2 Bolts
- 3 Oil filter
- 4 Hose clamp

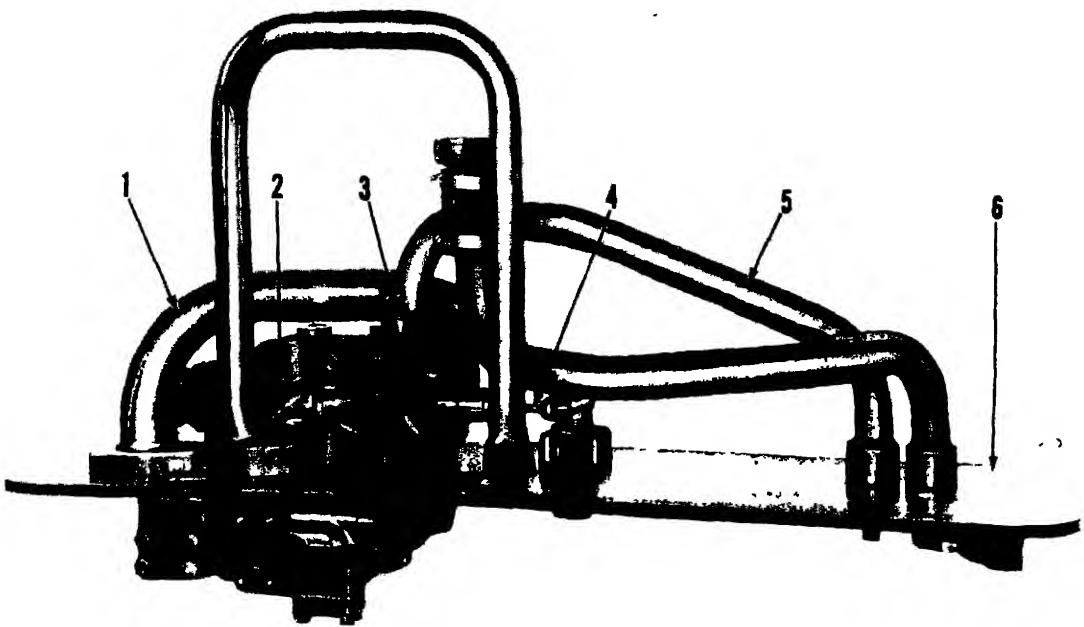
Figure 3-366 Filter inlet line disconnect

covers (2) and (5) At installation, tighten bolts (1) and (6) to 60 ± 2 lb-ft

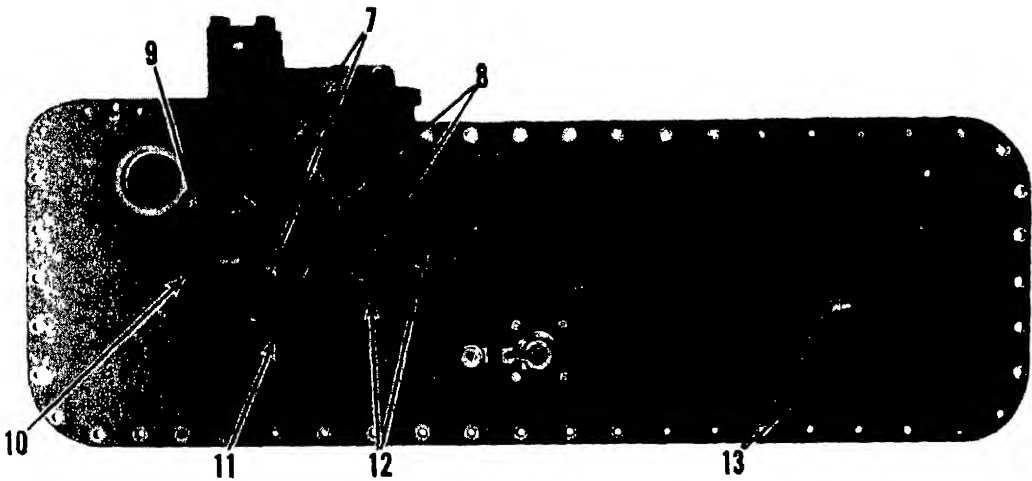
(4) Remove springs ((3), fig 3-373) and valves (4)

(5) Check to see that valves (4) move freely in their bores. Finger pressure against the faces of the valves should move them and springs (3) should return them to the CLOSED position

(6) The chamfered contact seat of valves (4) must make a 100 percent contact (on circumference) with their mating seats in valve body (5). This can be checked by cleaning the seating surfaces thoroughly and brushing a light coating of Prussian blue on the chamfered seating surface of valves (4). Insert the valves in their respective bores and rotate each valve slightly



A



B

MEC 2410 214 35 386

- 1 Pump suction line
- 2 Bulldozer control valve
- 3 Bolts
- 4 Rod
- 5 Pressure oil line from bulldozer control valve to scraper control valve
- 6 Bottom Plate

- 7 Bolts
- 8 Bolts
- 9 Bolt
- 10 Elbow
- 11 Elbow
- 12 Bolts
- 13 Bolts

Figure 3-367 Bulldozer control valve removal

the valve holding the valve against its seat. A portion of the blue will be transferred to the seat in the valve body. This will show the degree of valve contact

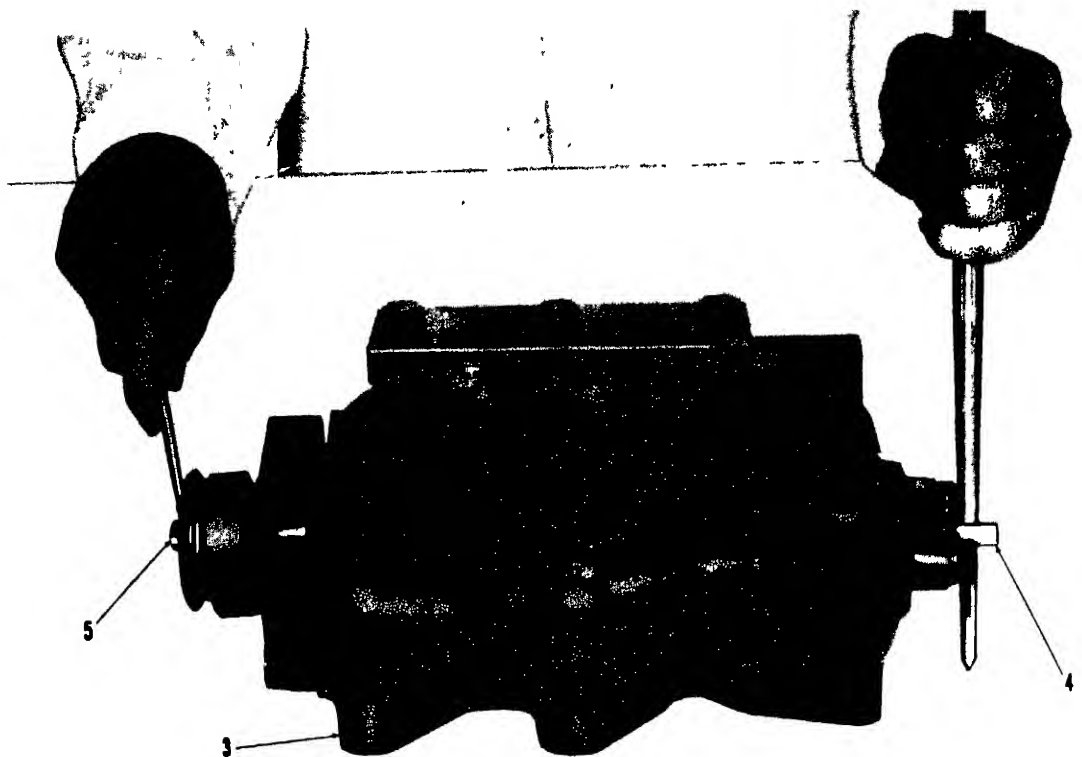
(7) Inspect preformed packings (1) and replace if necessary

Control Lever Removal and Disassembly

- (1) Remove the hydraulic tank from the



A

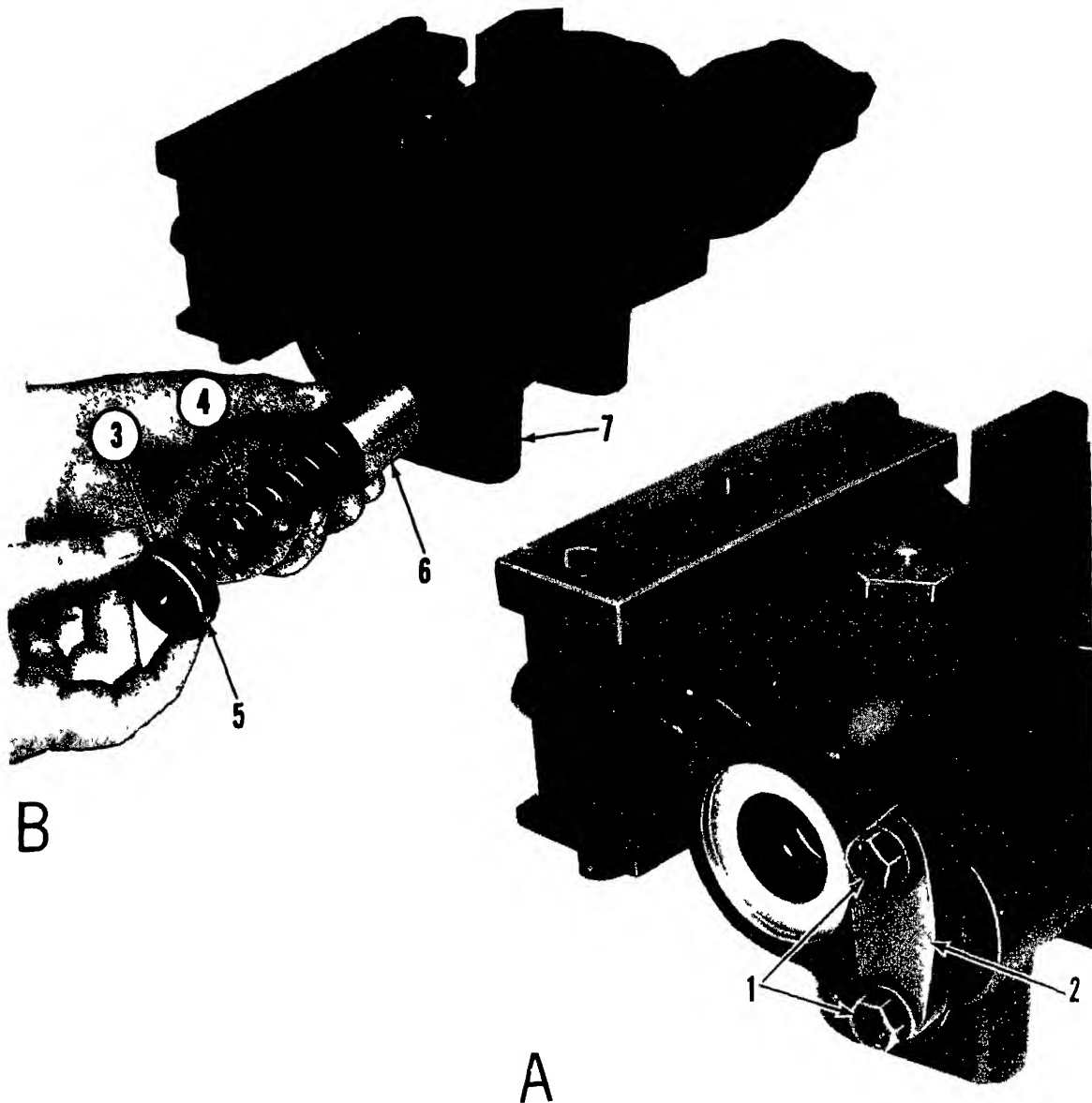


B

MEC 2410-214 35 387

- | | |
|-------------------|-----------------------|
| 1 Housing | 4 Valve spool |
| 2 Plug assemblies | 5 Bolt and lockwasher |
| 3 Valve body | |

Figure 3-368 Valve spool removal.



M.E.C. 4110 214 35 370

- 1 Bolts
- 2 Flange
- 3 Preformed packing

- 4 Spring
- 5 Plug
- 6 Check valve

Figure 3-371 Check valve removal

Note Bolts (3) secure the relief valve discharge tube (on inside of tank) to the tank bottom plate making (2) necessary

(4) Install in reverse order At installation, tighten bolts (3) to 43 ± 2 lb-ft. Tighten bolts (4) to 60 ± 2 lb-ft

b Disassembly and Assembly

(1) Remove bolts and lockwashers ((6), fig 3-377) and cover (7)

(2) Remove bolts and lockwashers (13) to remove pilot valve body (14). At installation, tighten bolts (13) to 24 ± 2 lbs-ft.

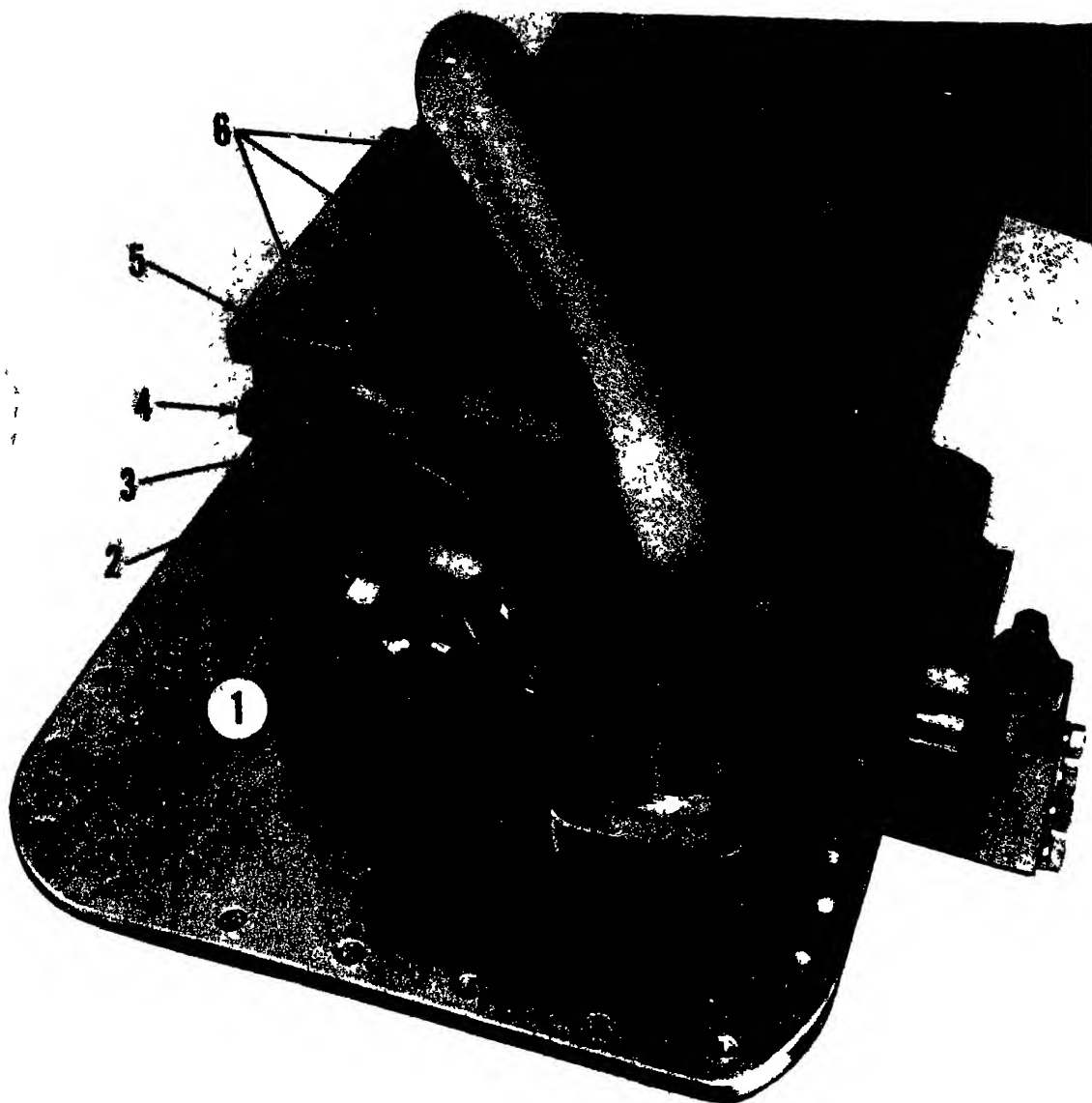
(3) Remove shims (10) from between cover

(7) and spring (11) The total thickness of shims determines the pressure at which the relief valve opens ($1,975 \pm 25$ psi)

(4) Remove spring (11) and pilot valve (12) Use a small magnetized rod to remove pilot valve

(5) Inspect preformed packings (8) and (9) Replace as necessary.

(6) Inspect the contact surface of pilot valve (12) and its seat in body (14) Any nicks, burrs, or grooves worn on the valve or seat will cause the relief valve to remain open.



MEC 2410-214-35 391

- 1 Bolts (3)
- 2 Cover
- 3 Valve body

- 4 Bolts (3)
- 5 Cover
- 6 Bolts

Figure 3-372 Makeup valve body removal

Note The seat (15) for pilot valve (12) is a press fit in body (14). If replacement is necessary, remove plug assembly (17) and press the seat downward, moving it through the opening for the plug assembly until the replacement seat before installing it in body (4).

(7) Inspect preformed packing (16) and replace if necessary.

(8) Remove bolts (1) and cover (2). Use a 1/2-inch—20 (NC) eyebolt to remove plug (4) beneath cover (2).

(9) Partially remove bolts (19) securing cover (18) to dump valve body (5).

(10) Insert a 1/2-inch diameter rod 10-inches

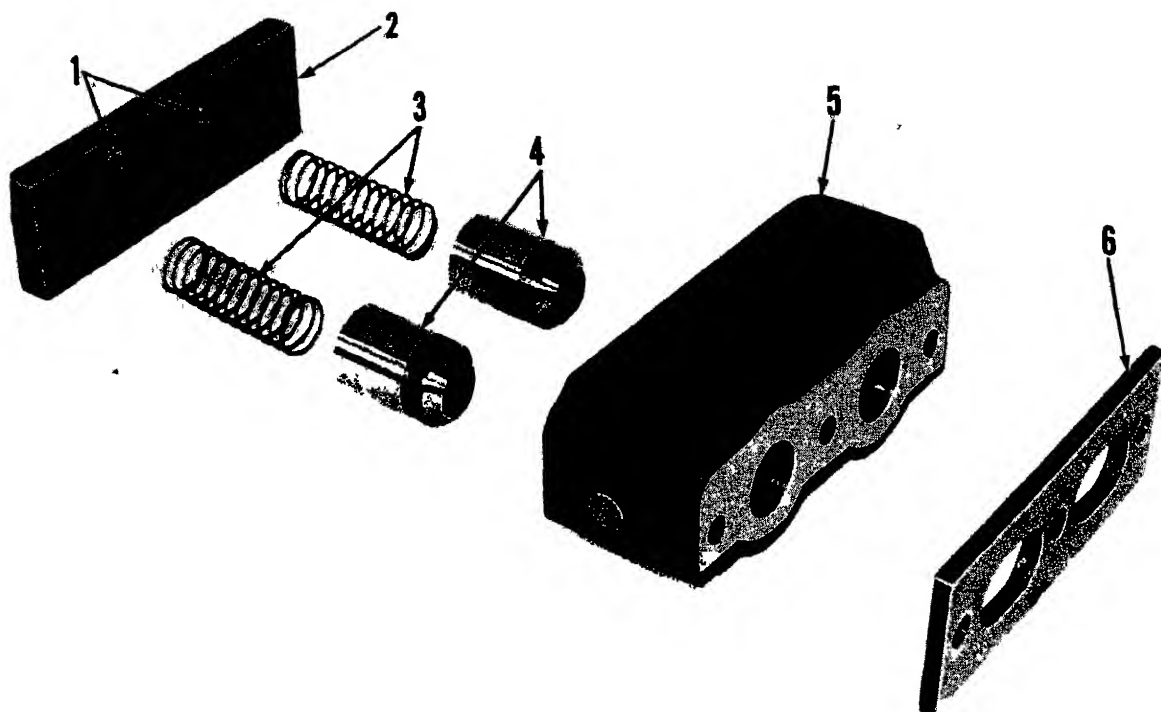
long into the plug opening until the rod contacts dump valve (23). Push against rod, compressing spring (22), until dump valve contacts plug (20). Tap on end of rod, forcing plug (20) out of body (5).

(11) Remove bolts (19), cover (18), plug (20), spring (22), and dump valve (23).

(12) Inspect dump valve (23) for nicks or burrs. The valve must slide freely in its bore in body (5).

(13) Inspect preformed packings (21) and (3). Replace as necessary.

(14) Assemble relief valve in reverse order.



MEC 2410-214-35 392

- | | |
|---------------------|-----------------|
| 1 Preformed packing | 4 Makeup valves |
| 2 Cover | 5 Valve body |
| 3 Springs | 6 Cover |

Figure 3-373. Makeup valves disassembled

3-83. Tilt Control Valve

a Removal and Installation.

(1) Drain the hydraulic tank. Refer to TM 5-2410-214-12

(2) Remove the blade tilt control valve mounting plate and manifold from the tank (para 3-80)

(3) Remove bolts ((1), fig. 3-378) securing manifold (3) to plate (2) At installation tighten bolts (1) to 60 ± 2 lb-ft

Note Bolt (5) must be in place before installing manifold (3) on plate (2)

(4) Remove bolt (4) and remove tilt control valve (7) from plate (2) At installation, be sure bolt holes in valve body are aligned with bolt holes in plate to receive bolts (1).

(5) Remove bolts (9) and baffle tube (10).

(6) At installation, position machined flat (6) on valve spool within lever (8) as shown

b Disassembly and Reassembly.

(1) Remove bolts and lockwashers ((9), fig 3-379) securing housing (12) to valve body (5) At assembly tighten bolts (9) to 25 ± 1 lb-ft.

(2) Remove plug (1) with a $\frac{3}{8}$ -inch—16 (NC) eyebolt.

(3) Remove spring (3) and check valve (4)

(4) The check valve (4) must slide freely in its bore in valve body (5) Inspect chamfered seating surface of check valve (4) and mating seat (6) in valve body for nicks or burrs

(5) inspect preformed packings (2) and replace if necessary

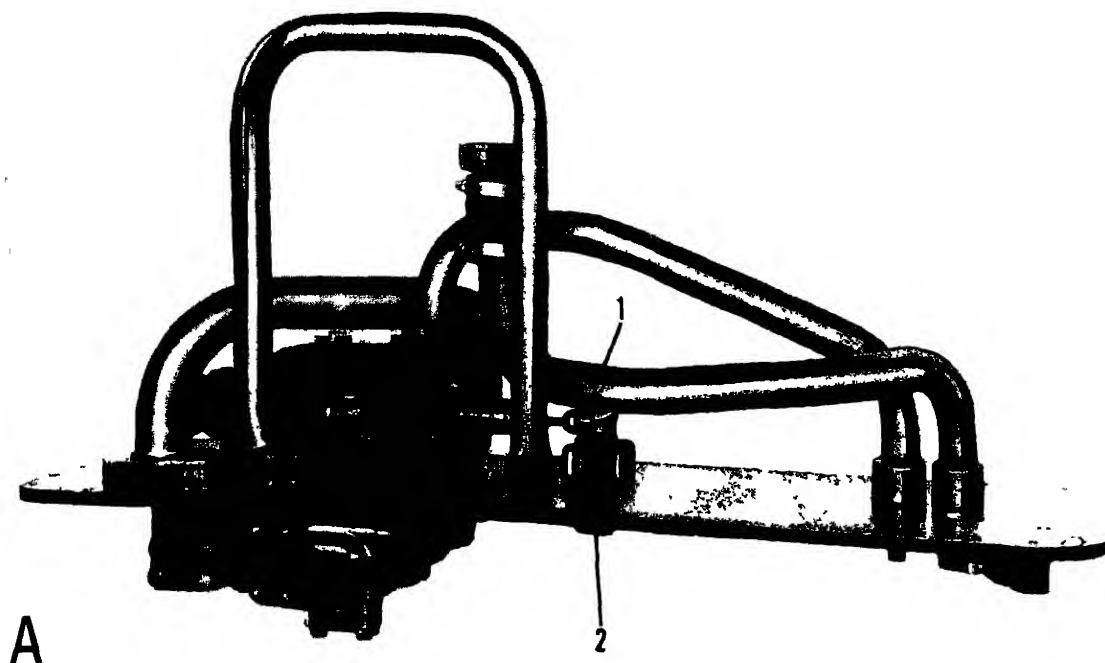
(6) Remove bolt and lock washer (10) washer (11), spacer (13), spring (14) and spacer (15) from spool (16)

Caution: Valve body (5) and spool (16) are machined to close tolerances. To avoid distortion of spool (16), leave spool in valve body when loosening or tightening bolt (9)

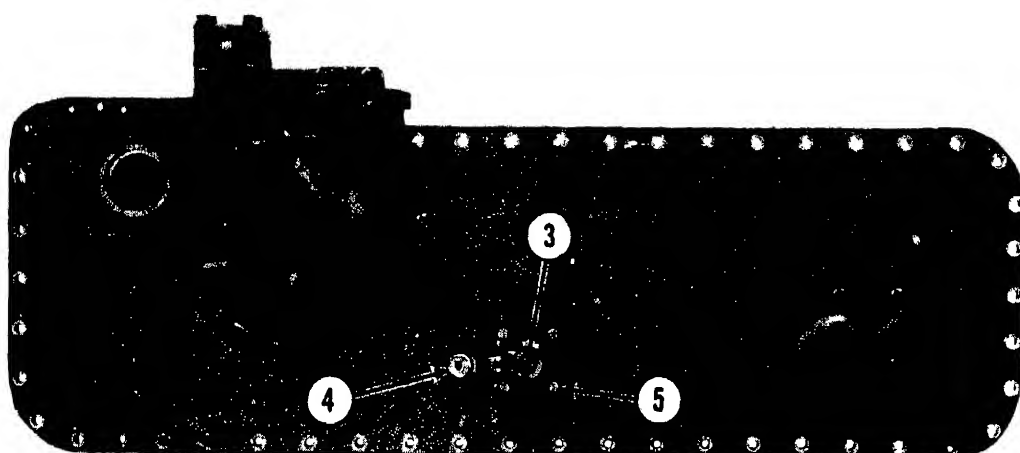
(7) Remove bolts and lockwashers (18) and cover (17)

(8) Remove sleeve (19), spring (21) and pilot valve (22) Remove shims (20) from between spring (21) and sleeve (19) Be sure to install same number of shims (20) as were removed The total thickness of shims determines the pressure at which the relief valve operates ($1,975 \pm 25$ psi)

(9) Dump valve (26), spring (25) and seal (23) are retained in control valve body (5) to friction of preformed packing (24) To remove



A



B

MEC 2410 214 35 393

- | | |
|------------------|------------|
| 1 Pin | 4 Lever |
| 2 Lever assembly | 5 Bolt (4) |
| 3 Bolt | |

Figure 3-374 Control lever assembly

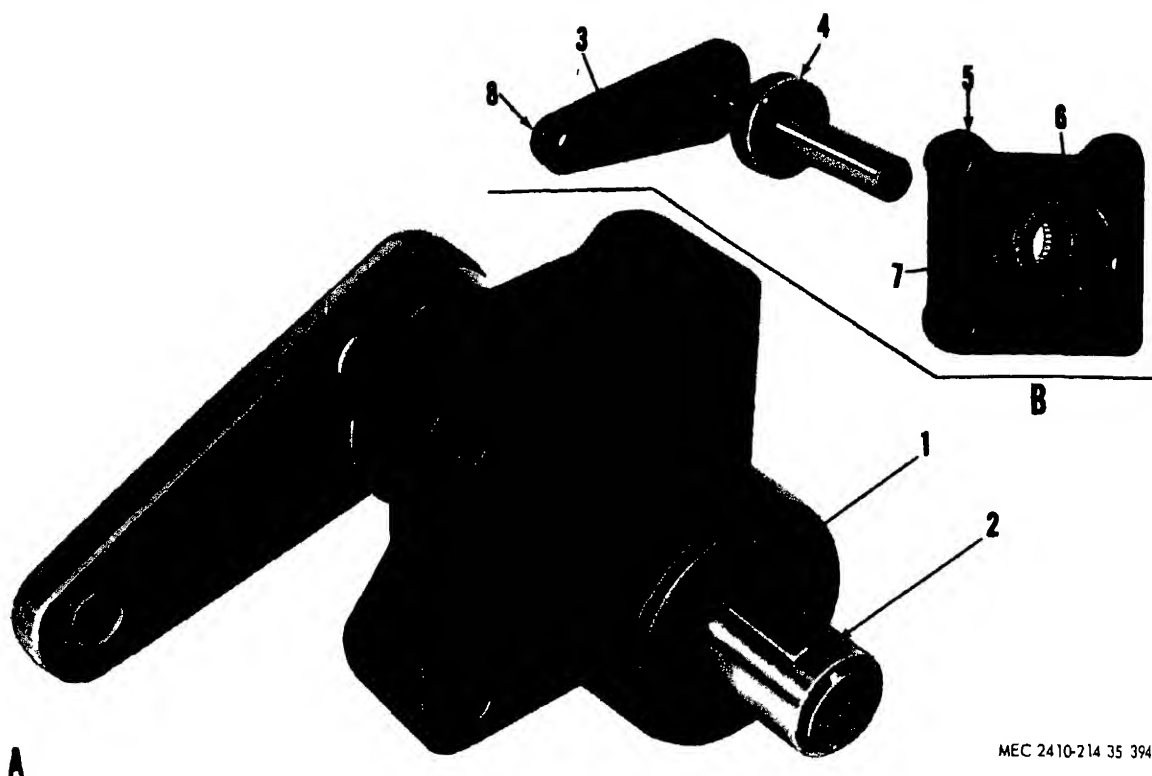
Insert a 1/2-inch diameter rod 10-inches long into the dump valve bore until it contacts dump valve (26). Push against dump valve, compressing spring (25), until dump valve contacts seat (23). While holding dump valve firmly against seat, push against rod, forcing seat, spring and dump valve out of control valve body.

(10) Inspect dump valve (26) for nicks or

burrs. The valve must slide freely in its bore in valve body (5). Inspect contact surface on pilot valve (22) and its seat (23). Nicks, burrs or grooves on valve or seat can cause the relief valve to remain open.

(11) Inspect preformed packings (7) and (8) and replace if necessary.

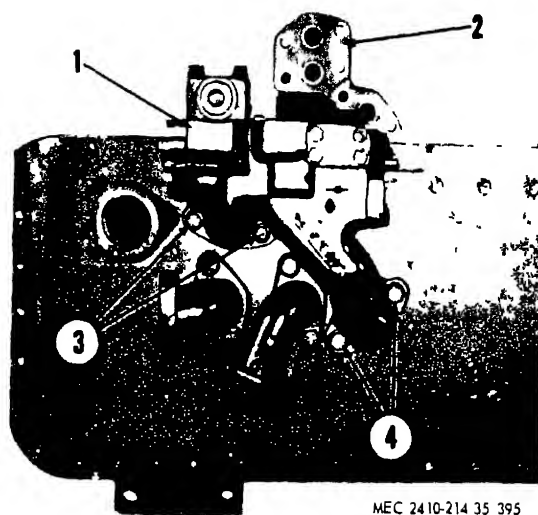
(12) Assemble in the reverse order. Be sure



MEC 2410-214 35 394

- | | |
|-----------|-----------------|
| 1 Washer | 5 Housing |
| 2 Key | 6 Bearings |
| 3 Lever | 7 Lip-type seal |
| 4 Adapter | 8 Bearing |

Figure 3-375 Control lever disassembly



MEC 2410-214 35 395

- | | |
|-------------------------|---------|
| 1 Relief valve assembly | 3 Bolts |
| 2 Manifold | 4 Bolts |

Figure 3-376. Bulldozer relief valve removal

pilot valve seat (23) is bottomed square against the shoulder in control valve body (5), an spring (25) is in its recess in seat (23)

c Tilt Control Lever Removal and Disassembly

(1) Loosen bolt ((2) fig 3-380) and remove lever (1).

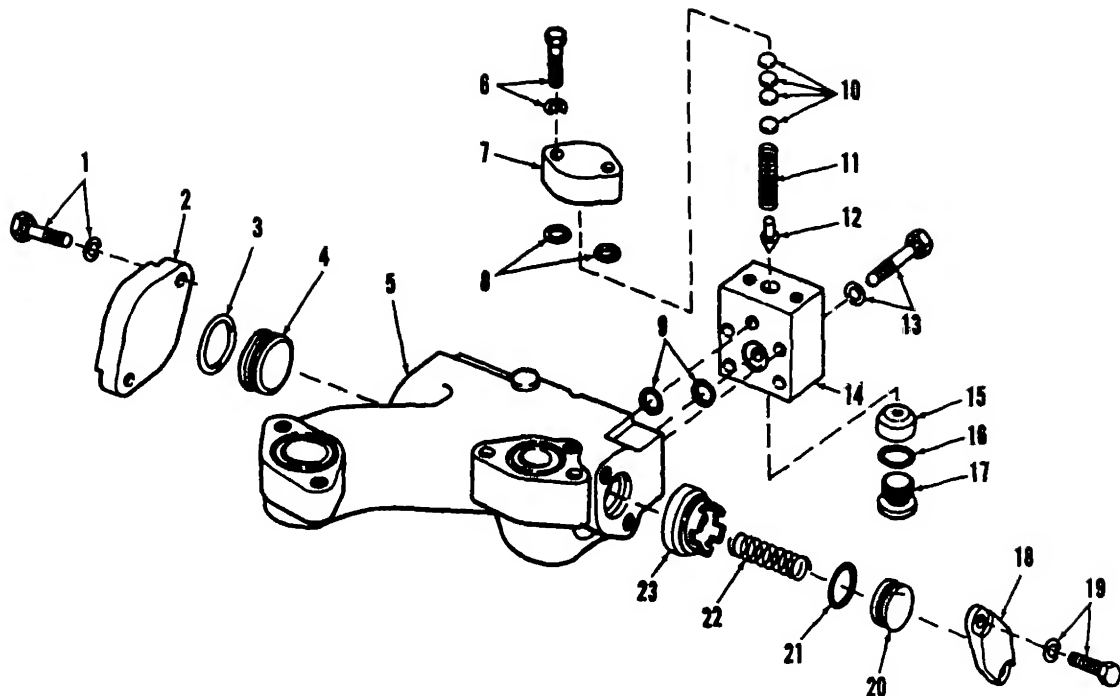
(2) Remove key (3).

(3) Remove lever (6) and washer (7) from plate (4).

(4) Inspect seal (5) and seal contact surface on shaft of lever (6). The seal is installed with spring-loaded lip toward bearings (8). The outer metal shell of the seal must be flush with outside surface of plate (4).

(5) Inspect bearings (8) and bearing contact surface on shaft of lever (6)

(6) At assembly, position lever (1) on shaft of lever (6) until it is just snug, not tight against shoulder of plate. Tighten bolt (2). Rotate lever (6) to check for binding



MEC 2410-214-35/396

- | | | |
|-----------------------|------------------------|------------------------|
| 1 Bolt and lockwasher | 9 O-ring seals | 17 Plug assembly |
| 2 Cover | 10 Shims | 18 Cover |
| 3 O-ring seal | 11 Spring | 19 Bolt and lockwasher |
| 4 Plug assembly | 12 Pilot valve | 20 Plug |
| 5 Dump valve body | 13 Bolt and lockwasher | 21 O-ring seal |
| 6 Bolt and lockwasher | 14 Pilot valve body | 22 Spring |
| 7 Cover | 15 Pilot valve seat | 23 Dump valve |
| 8 O-ring seals | 16 O-ring seal | |

Figure 3-377. Relief valve disassembly.

14. Hydraulic Pump

a. General

(1) The double section, insert vane-type hydraulic pump is bolted on the engine rear power off housing and is driven by the rear power off idler gear.

(2) The pump must have an adequate supply of clean oil, as it is dependent upon a continuous flow of oil for lubrication of closely fitted parts. If inlet oil is not available to the pump because of low oil level, clogged or leaking inlet ports, or for any other reason, the pump may be or otherwise be damaged when the engine is started.

(3) The pump assembly consists of a small section pump and a large section pump, utilizing a common inlet, within the same pump assembly.

(4) The large section of the pump provides hydraulic power for the blade lift circuit, which is controlled by a valve located within the hydraulic tank and for the scraper circuit which is controlled by an external valve. The small pump section powers the blade tilt circuit through a control valve mounted in the tank.

b. *Removal and Installation* For removal and installation, refer to TM 5-2410-214-12.

c. Disassembly and Assembly

(1) When disassembling the oil pump, avoid introducing dirt or foreign material into the pump.

(2) Before removing the small section cover, mark both section covers with match marks so the covers can be installed in the same position. This will insure the proper relationship between the inlet and outlet ports of the pumps.

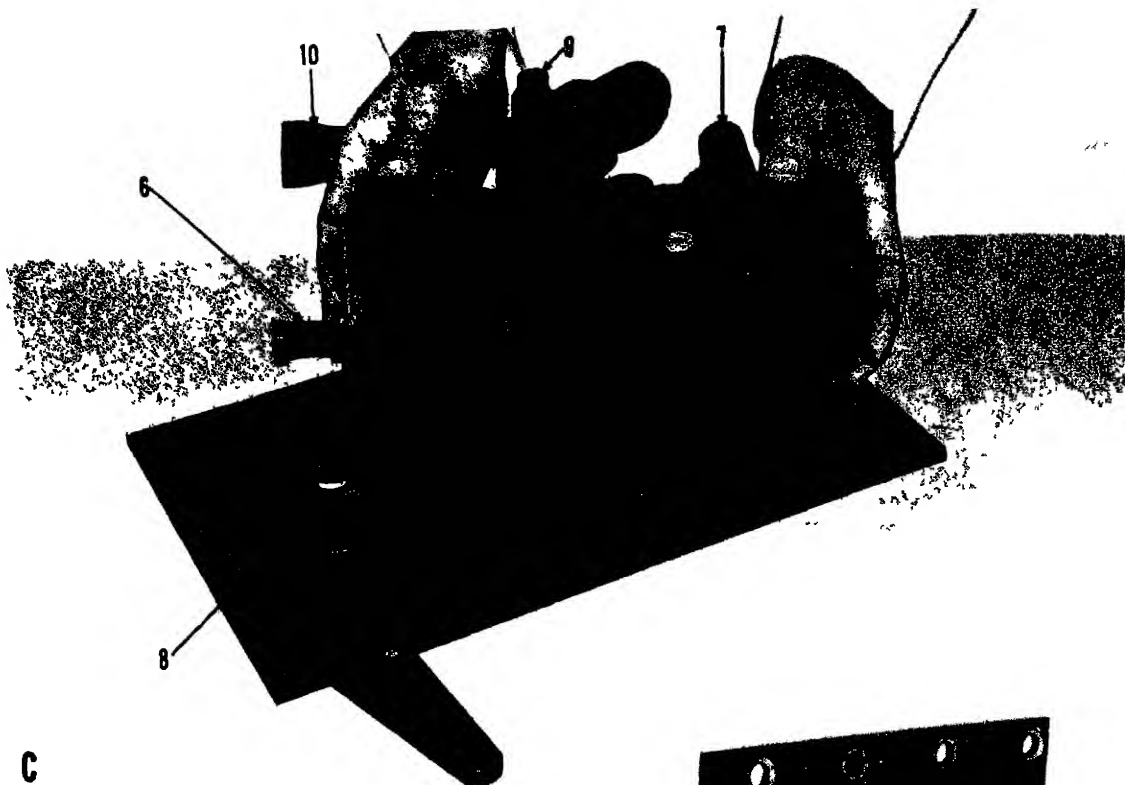
(3) During assembly, immerse each pump part in clean hydraulic oil. This will facilitate assembly and provide initial lubrication for the pump.

(4) Small pump section

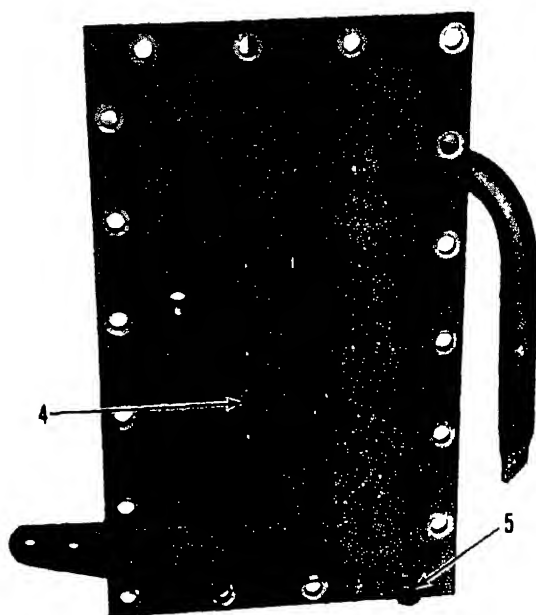
(a) Remove bolts ((1), fig. 3-381) and cover (2).

(b) Remove preformed packing (3), wave washer (4), and cartridge (5).

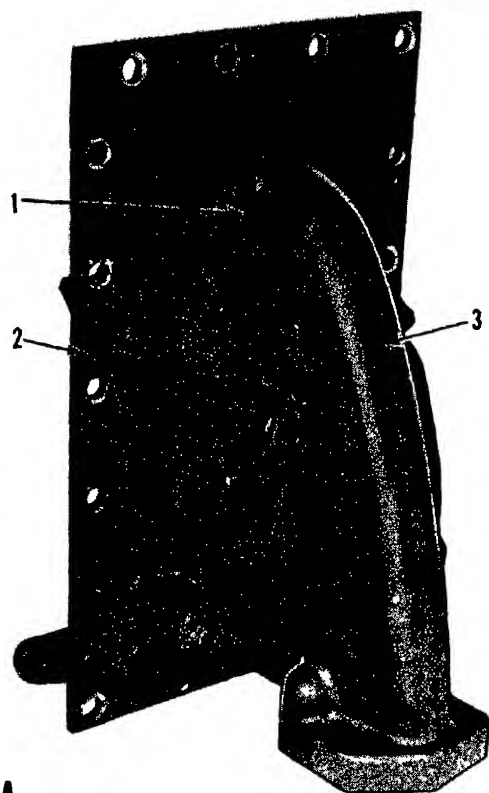
Caution: Vanes ((11), fig. 3-382) and insert vanes (12) are free to slide out of the rotor and ring, and may be damaged if dropped.



C



B

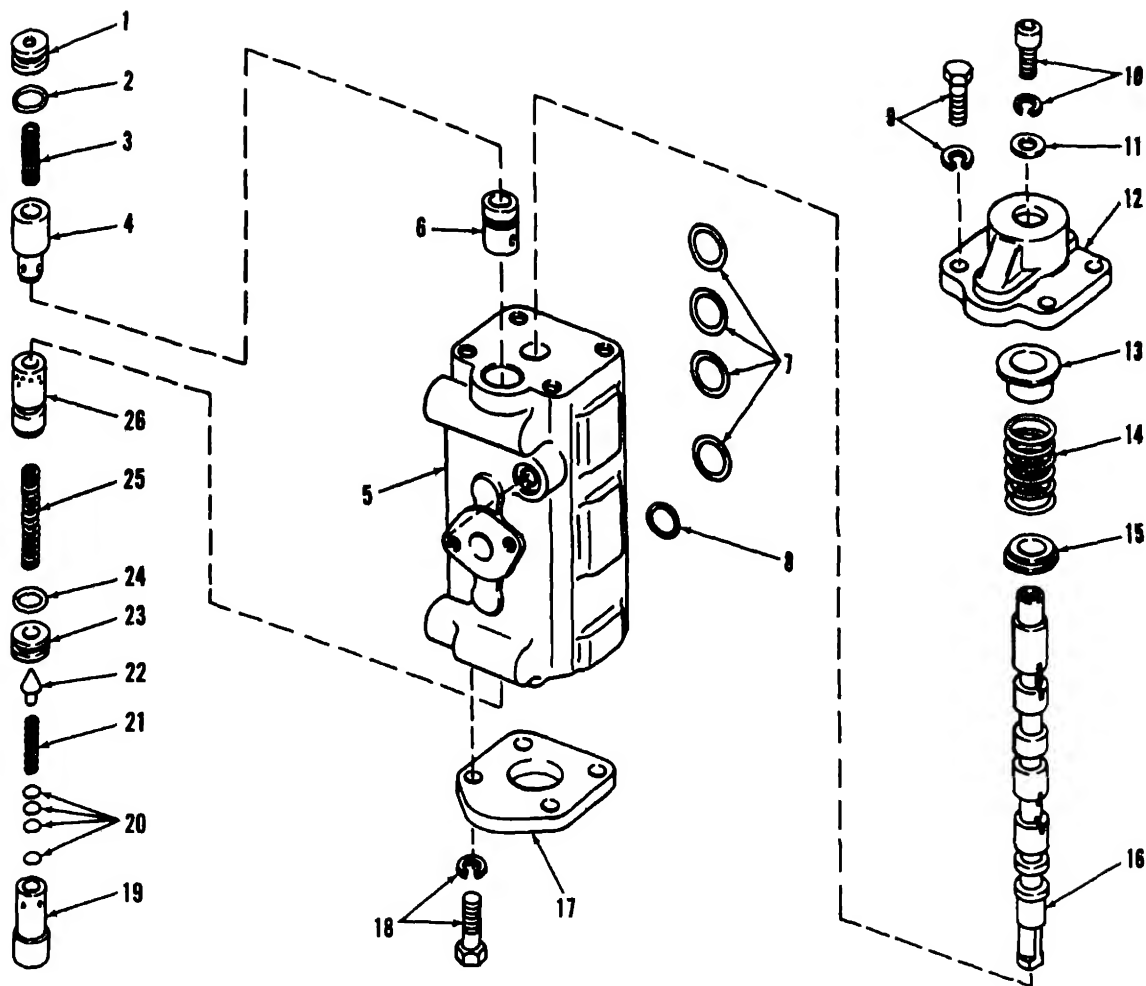


A

MEC 2410-214 35 397

- | | |
|---|----------------------------|
| 1 Bolts | 6 Flat on valve spool |
| 2 Blade tilt control valve mounting plate | 7 Blade tilt control valve |
| 3 Manifold | 8 Lever |
| 4 Bolt | 9 Bolts |
| 5 Bolt | 10 Baffle tube |

Figure 3-378 Blade tilt manifold and valve removal.



MEC 2410-214-35/398

- | | | |
|-----------------------|------------------------|----------------|
| 1 Plug | 10 Bolt and lockwasher | 19 Sleeve |
| 2 O-ring | 11 Washer | 20 Shims |
| 3 Spring | 12 Housing | 21 Spring |
| 4 Check valve | 13 Spacer | 22 Pilot valve |
| 5 Valve body | 14 Spring | 23 Seat |
| 6 Check valve seat | 15 Spacer | 24 O-ring |
| 7 O-ring seals | 16 Valve spool | 25 Spring |
| 8 O-ring seal | 17 Cover | 26 Dump valve |
| 9 Bolt and lockwasher | 18 Bolt and lockwasher | |

Figure 3-379. Tilt control valve disassembly

(c) Refer to figure 3-382 and disassemble cartridge

up rotation is counterclockwise when viewed in the drive spline end. Correct pump assembly requires that the leading chamfered edge of vanes (11), arrow (6) on ring (5) and the arrow on rotor (13) all point in the direction of pump rotation.

At assembly, tighten bolts ((1), fig. 3-381) to the value given in paragraph 1-4.

Caution: Tighten bolts (1) only after the section cover bolts have been tightened.

(5) Large pump section

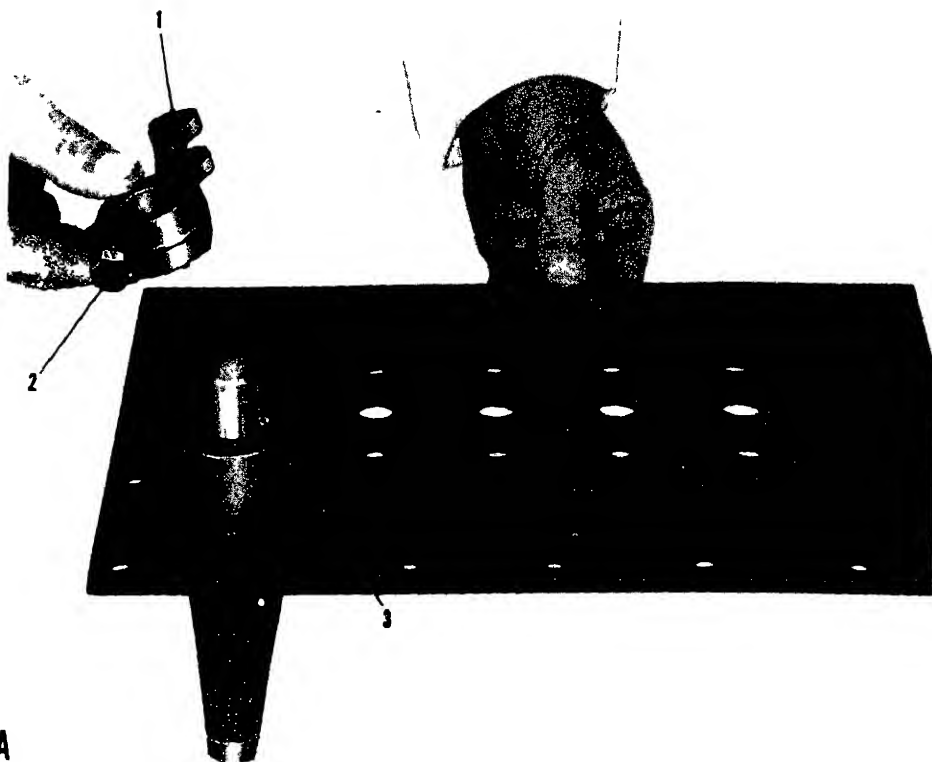
(a) Remove bolts ((1, fig 3-383) and cover (2).

(b) Hold cartridge (3) and, using a plastic hammer, tap on the end of the shaft to force the body and shaft from the cartridge

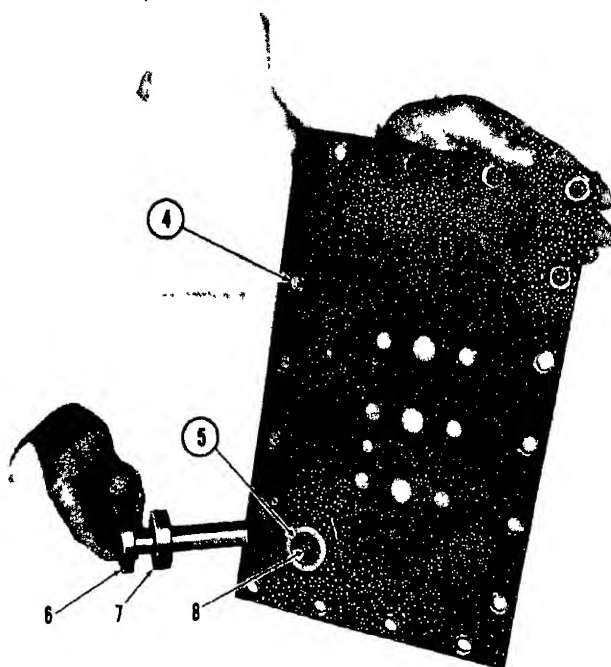
Caution: Vanes ((11), fig. 3-384) and insert vanes (10) are free to slide out of the rotor and ring, and may be damaged if dropped.

(c) Refer to figure 3-384 and disassemble the cartridge.

(d) At assembly, the leading chamfered



A



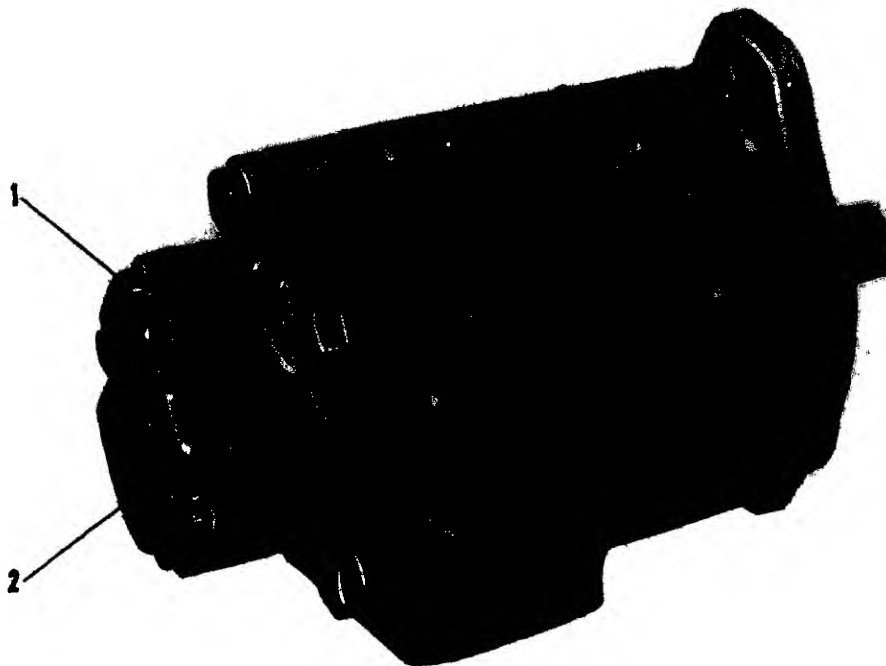
B

- 1 Lever
- 2 Bolt
- 3 Key
- 4 Blade tilt control valve mounting plate

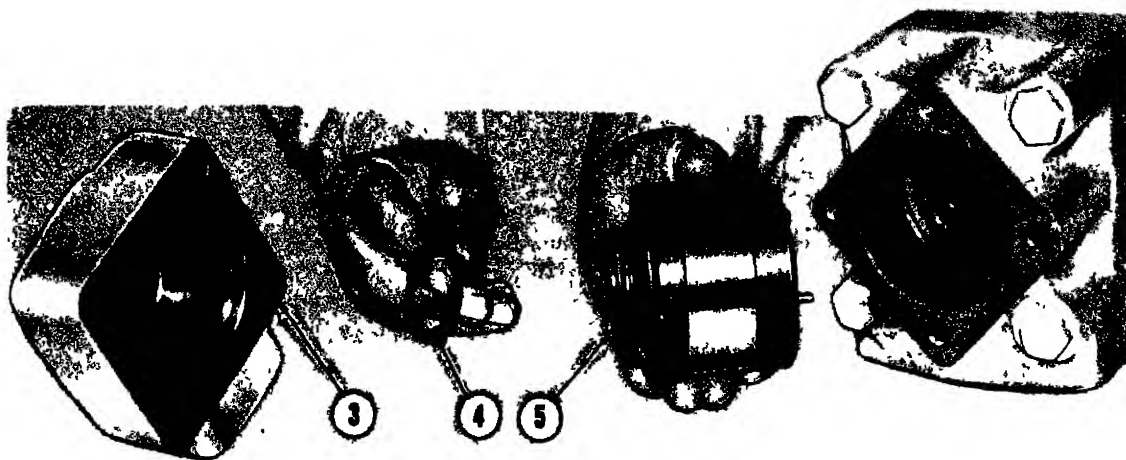
MEC 2410-214-35 399

- 5 Lip-type seal
- 6 Lever
- 7 Washer
- 8 Bearing (2)

Figure 3-380. Tilt control lever removal



A



B

MEC 2410-214-35/401

- 1 Bolts
- 2 Cover
- 3 O-ring seal

- 4 Wave washer
- 5 Cartridge

Figure 3-381. Cover and cartridge removal, small pump section.

of vanes (11), arrow (4) on ring (3) and arrow on rotor (9) must all point in a counterclockwise direction when viewed from the spline end of the pump.

(e) Tighten bolts ((1), fig. 3-383) to the value given in paragraph 1-4.

(6) *Pump shaft removal.*

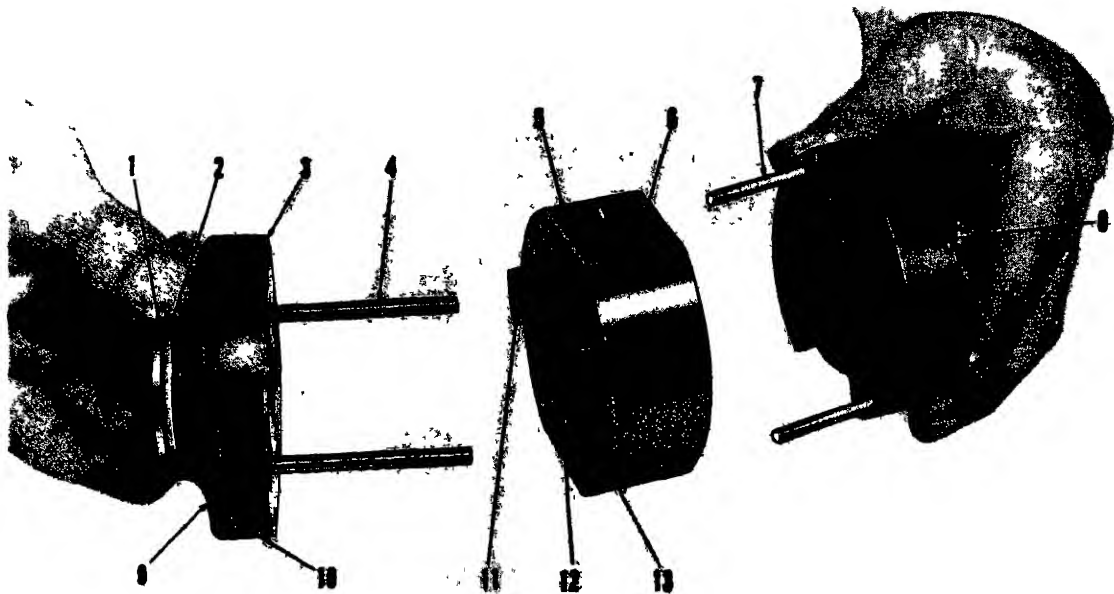
(a) Refer to figure 3-385 and remove the seal and bearing.

(b) Inspect bearing (8), seal (4), and wiper (5) for wear or damage. Inspect seal and wiper contact surface on shaft (3).

(c) Install seal (4) with spring-loaded lip toward pump cartridge.

3-85. Hydraulic Lift Cylinders

a. General Both blade lift cylinders are re-



MEC 2410-214-35/402

- 1 Backup ring
- 2 O-ring seal
- 3 Plate
- 4 Dowels
- 5 Ring
- 6 Arrow
- 7 Screws

- 8 Plate
- 9 Preformed packing
- 10 Backup ring
- 11 Vanes
- 12 Insert vanes
- 13 Rotor

Figure 3-382 Cartridge disassembly, small pump section.

moved and installed in a similar manner. The hydraulic system need not be drained to remove cylinders, however, do not move the control lever from neutral position after disconnecting cylinder oil lines

b Removal and Installation

(1) Lower the bulldozer blade to the ground

(2) Remove bolt ((3), fig 3-386) securing lockpin (2) to the bulldozer blade bracket.

(3) Remove pin (4) securing piston rod (1) to the bulldozer blade

(4) Retract piston rod (1) and wire the rod end to the head of the cylinder. Remove the cylinder with the rod in the retracted position.

(5) Attach a hoist to the cylinder ((3), fig. 3-387)

(6) Disconnect the hydraulic oil lines (1) and mark them in relation to their openings to assure proper connections when installing the cylinder (3)

(7) Cover all openings to prevent the entry of dirt into the hydraulic system.

(8) Remove bolts (2) and trunnion caps (4), and lift cylinder (3) away from the tractor.

(9) Install the cylinder in the reverse order of removal using new preformed packings on the cylinder oil line connections.

c. Disassembly.

(1) Drain both ends of the cylinder

(2) Remove tube assemblies ((1) and (2), fig. 3-388).

(3) Remove and inspect bearings (6) Replace if necessary

(4) Remove bolts (3) securing the head (5) to the cylinder.

Caution: Extend piston rod (4) out of the cylinder before removing bolts (3). This will prevent possible scoring of cylinder walls when removing the piston from the cylinder.

(5) Remove the head, piston rod, and piston

(6) Remove nut ((1), fig 3-389) and washer (2).

(7) Remove piston (10)

(8) Remove wear ring-(3) by expanding it slightly and sliding it off piston (10)

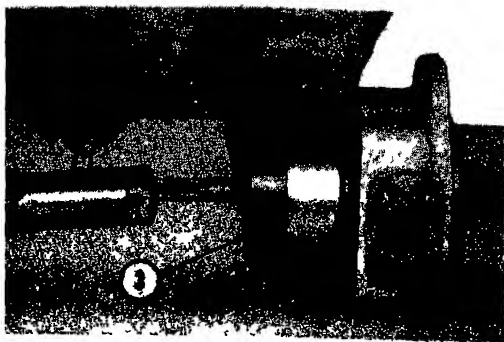
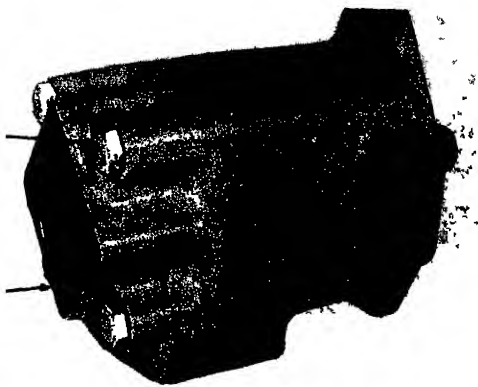
(9) Expand the outer ring of seal assembly (9) and remove the outer and inner rings

(10) Press plungers ((1), lg. 3-390) inserts (2) and (3) from piston (4), using a driver fabricated as shown in figure 3-391

(11) Remove preformed packing ((8), fig. 3-389) and backup ring (7).

(12) Remove head (6).

(13) Remove bolts (4) securing retainer (5) to the head.



MEC 2410-214-35/000

2 Cover

3 Cartridge

Figure 3-383. Cover and cartridge removal, large pump section.

1) Remove packing rings (11), rubber ring (12), and seal (13).

2) Remove bolts ((4), fig 3-392) securing (1) and (2) and shims (3) to piston rod

3) Remove trunnion (5) from piston rod

4) Inspect all parts and replace parts as re-

Remove rough spots on the piston rod focus or fine emery cloth to prevent seal ring damage.

5) Inspect walls of cylinder bore for scorings. Any scoring marks which cannot be removed with a minimum of light honing will require replacement of cylinder assembly.

Caution: Under no circumstances should welding be done on cylinder. Welding on cylinder will cause enough bore shrinkage to cause interference between piston and cylinder wall and result in severe scoring of cylinder walls.

assembly.

6) Assemble trunnion (5) and bearings (1) in piston rod (6). Use shims (3) as needed (between bearings and piston rod eye)

to obtain a free running fit between trunnion and bearings.

(2) Install seal ((13), fig. 3-389) in retainer (5) with the lip of the seal facing away from the retainer.

(3) Place retainer (5), packing (11) and head (6) on the piston rod.

(4) Separate and oil all of the rings in packing (11). Install one ring of packing at a time into head (6) so the open part of the V is facing toward head. Be sure rubber pressure ring (12) is located as shown.

(5) Using retainer (5), tap the packing firmly into place in the head.

(6) While holding retainer firmly seated against packing, measure clearance ((A), fig. 3-393) between retainer and head with a thickness gage.

(7) Remove the head with the packing from the piston rod, leaving the retainer on the rod.

(8) Install shims on the rod with a total thickness of .010-inch to .015-inch less than the measured clearance (A). This will preload the packing properly when the retainer is tightened into place.

Caution: When installing the head on the rod, be careful not to damage the packing.

(9) Install new backup ring ((7), fig. 3-389) and preformed packing (8) on the head

(10) Install inserts ((3), and (4), fig 3-394) with the milled end pointing away from the piston surface, and positioned as shown

Note The bores in piston (1) which contain inserts and plungers must be free of dirt or foreign matter

(11) Chill the inserts before installing. Install one insert into the piston until it is flush with the piston surface. Turn the piston over and place plunger (2) into the piston. Position and press the other insert into the piston until it is flush with the piston surface. Check the plunger for moving freely. Install remaining inserts and plunger in a similar manner.

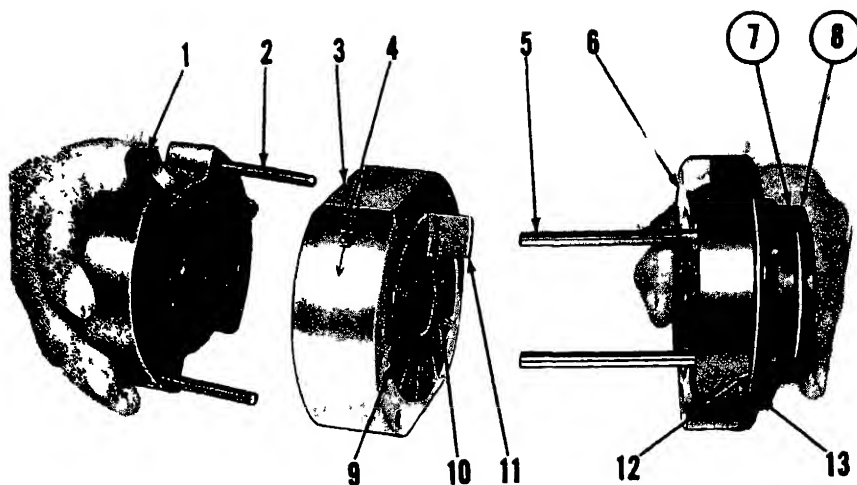
(12) Assemble wear ring ((3), fig 3-389) to piston (10).

(13) Install piston (10), washer (2) and nut (1) on the piston rod. Tighten nut (1) to 750-850 lb.-ft.

(14) Install the rubber inner ring of seal assembly (9) into the groove on the piston (10)

(15) Place the outer sealing ring of the seal assembly on the expander assembly ((1), fig. 3-395).

(16) Stretch until point "A" is slightly above the 4.75 mark "B" which is the diameter of the ring.



MEC 2410-214-35/404

- 1 Plate
- 2 Screws
- 3 Ring
- 4 Arrow
- 5 Dowels

- 6 Plate
- 7 O-ring seal
- 8 Backup ring
- 9 Rotor
- 10 Insert vane

- 11 Vane
- 12 Backup ring
- 13 O-ring seal

Figure 3-384. Cartridge disassembly, large pump section.

(17) Back point "A" to the 4.75 mark "B" and try to lift the seal ring from the expander assembly (1). If the seal ring will not slip off easily, rotate the seal ring 90° and stretch as before. When ring will slip off the expander assembly easily, with point "A" set at the 4.75-inch mark "B," the ring can be assembled on the piston, over the rubber inner ring.

Caution: Do not over stretch the seal ring.

(18) Oil the piston, wear ring, seal assembly, and the inside of the cylinder, and install the seal compressor (3) and clamp assembly (2) over the seal assembly. Compress the seal assembly until it is equal to the od of the piston.

(19) Install the piston assembly into the cylinder, allowing the seal compressor to shoulder against the cylinder and be forced off the seal assembly, as the piston is pushed into the cylinder.

(20) Tighten the cylinder head bolts with the piston rod fully extended. Refer to paragraph 1-4 for correct torque values.

e Packing Adjustment Hydraulic cylinder packing leakage can be caused by wear, cuts, and/or distortion of the packing. If the cylinder leaks around the rod, shims can be removed to tighten the packing around the rod.

(1) Lower the hydraulically controlled equipment to the ground to relieve cylinder pressure.

(2) Remove bolts holding retainer ((2), fig. 3-396) to cylinder head.

(3) Pry or tap retainer out to permit cutting and removing shims (1).

(4) Remove one shim at a time. If, after removing two shims, the cylinder still leaks, disassemble cylinder and replace packing.

Note. Only remove shims (1) which measure .010 inch thickness. The thicker shim should not be removed to adjust the packing.

3-86. Hydraulic Tilt Cylinder

a General. The hydraulic system need not be drained to remove the tilt cylinder, however, do not move the bulldozer tilt control lever from the HOLD position after disconnecting the cylinder oil lines.

b Removal and Installation

(1) Lower the bulldozer blade to the ground and remove the cylinder oil line guard.

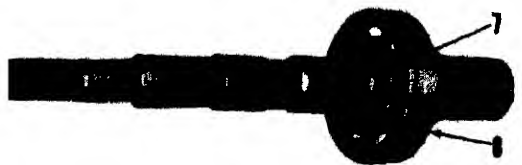
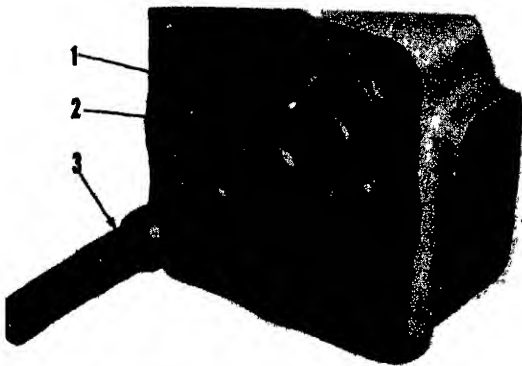
(2) Attach a hoist to cylinder ((1), fig. 3-397) and remove the bolts (2) securing cap (3) to the blade.

(3) Disconnect cylinder oil lines (5). Cover the openings in the oil lines and cylinder to prevent dirt from entering system.

(4) Remove pin (6) and lift off the cylinder.

(5) Install in reverse order of removal.

Note. Shims (4) are used to obtain a free fit between cap (3) and the ball joint. To obtain proper clearance, install the cap without shims and tighten bolts evenly until the cap is snug on ball joint. Measure existing space with shims (4). Remove cap (3), and add one shim for clearance.



MEC 2410-214-35 405

- | | |
|-----------|------------|
| cring | 5 Wiper |
| ng seal | 6 Washer |
| ft | 7 Snapping |
| type seal | 8 Bearing |

Figure 3-385 Shaft, seal, and bearing removal.

Disassembly

- 1) Drain both ends of the cylinder.
- 2) Remove bolts ((3), fig 3-398) securing head (1) to the cylinder

Caution: Extend the piston rod (2) out of cylinder before removing bolts (3). This will prevent possible scoring of the cylinder walls when removing the piston from the cylinder.

- 3) Remove the head, piston rod and piston.
- 4) Inspect bearing (4) and mating pin.
- 5) Remove retaining ring and pin securing (1), fig. 3-399) to the piston rod (2).
- 6) Remove nut (1) with a wrench as

Note. When removing or installing nut (1) secure rod (2) with a wrench on flats A.

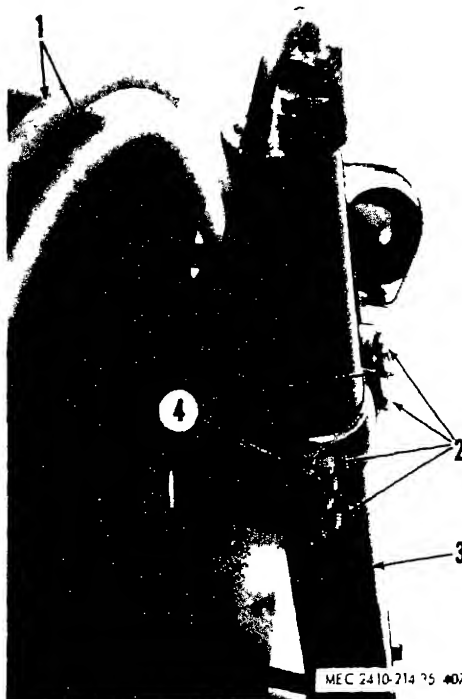
- 7) Remove piston ((1), fig. 3-400).
- 8) Remove wear ring (8).



MEC 2410-214-35/406

- | | |
|--------------|--------|
| 1 Piston rod | 3 Bolt |
| 2 Lockpin | 4 Pin |

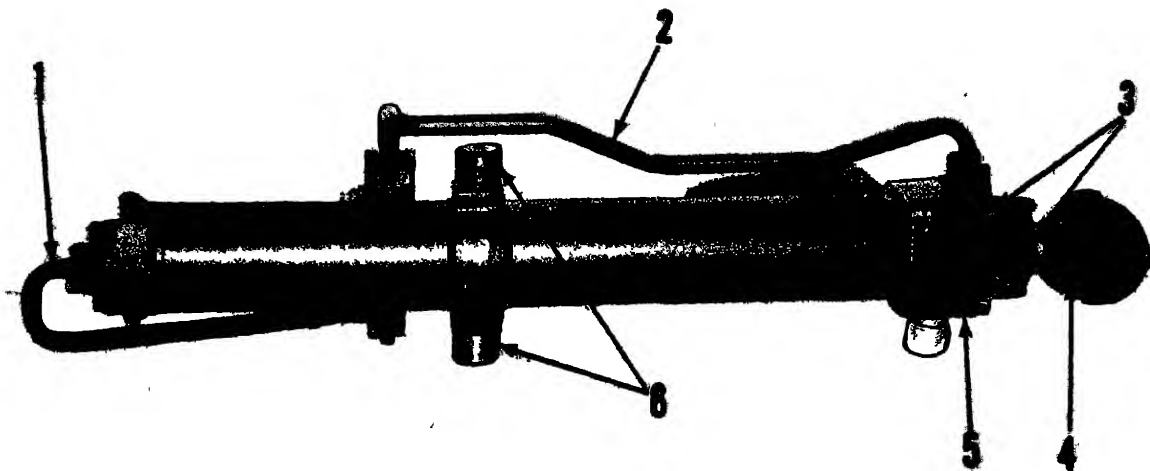
Figure 3-386 Disconnecting piston rod.



MEC 2410-214 35 407

- | | |
|-----------------------|-----------------|
| 1 Hydraulic oil lines | 3 Cylinder |
| 2 Bolts | 4 Trunnion caps |

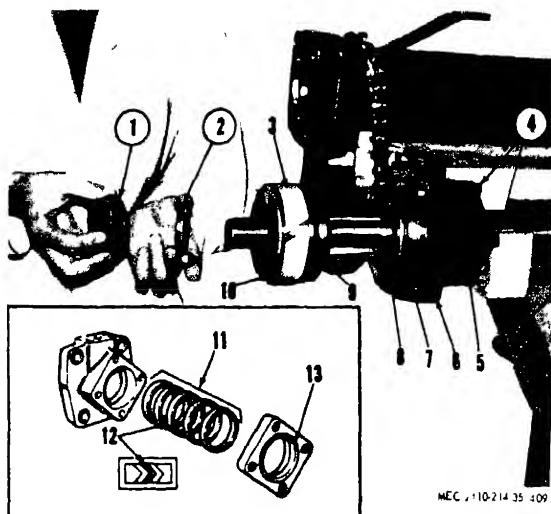
Figure 3-387. Lift cylinder removal.



MEC 2410-214-35/408

- | | |
|-----------------|--------------|
| 1 Tube assembly | 4 Piston rod |
| 2 Tube assembly | 5 Head |
| 3 Bolts | 6 Bearings |

Figure 3-388. Preparing to disassemble cylinder.



MEC 2410-214-35-409

- | | |
|-----------------|-------------------------|
| 1 Nut | 8 Preformed packing |
| 2 Washer | 9 Seal assembly |
| 3 Wear ring | 10 Piston |
| 4 Bolts | 11 Packing rings |
| 5 Retainer | 12 Rubber pressure ring |
| 6 Cylinder head | 13 Seal |
| 7 Backup ring | |

Figure 3-389. Disassembling piston and head

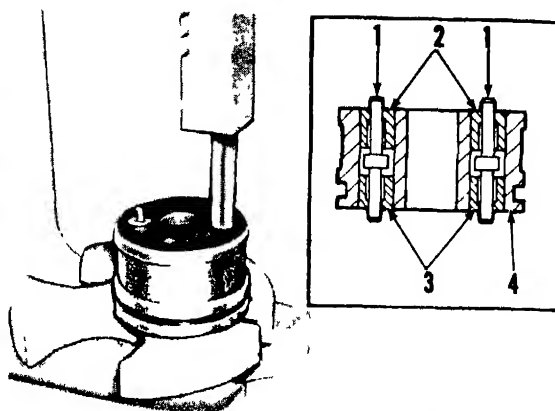
(9) Expand the outer ring of seal assemblies (7) and remove the outer and inner rings.

(10) Remove preformed packing (2) and backup ring (3)

(11) Remove head (4)

(12) Remove bolts (5) securing retainer (6) to head (4).

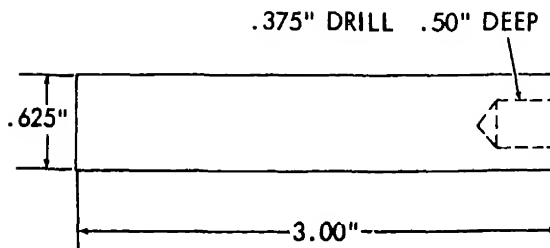
(13) Remove packing rings (9) and seal (10)



MEC 2410-214-35-410

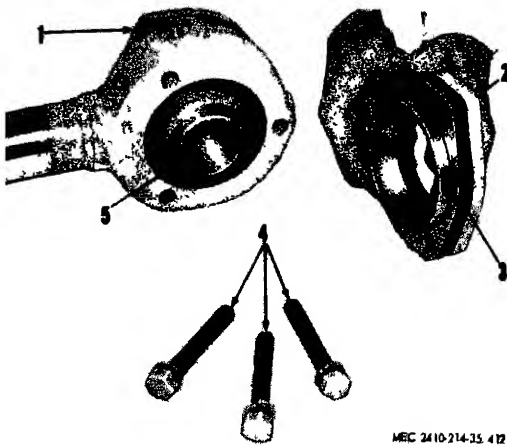
- | | |
|-----------|----------|
| 1 Plunger | 3 Insert |
| 2 Insert | 4 Piston |

Figure 3-390 Relief valve removal



MEC 2410-214-35/411

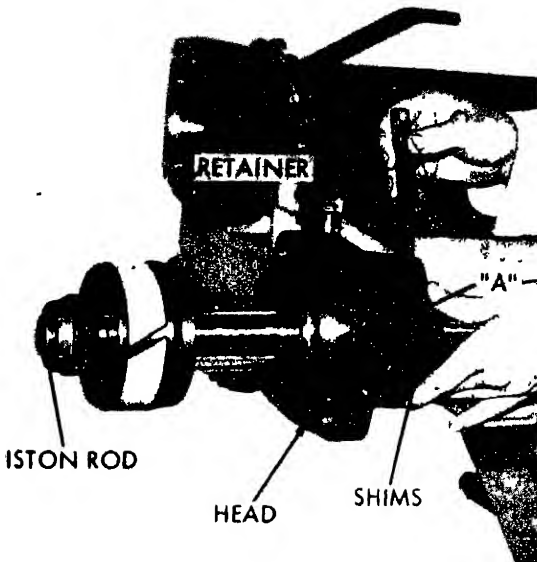
Figure 3-391. Driver dimensions



MEC 2410-214-35 412

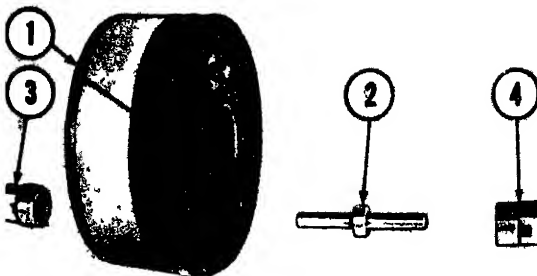
- earing
- earing
- hims
- 4 Bolts
- 5 Trunnion
- 6 Piston rod

Figure 3-392. Piston rod bearing disassembly.



MEC 2410-214 35 413

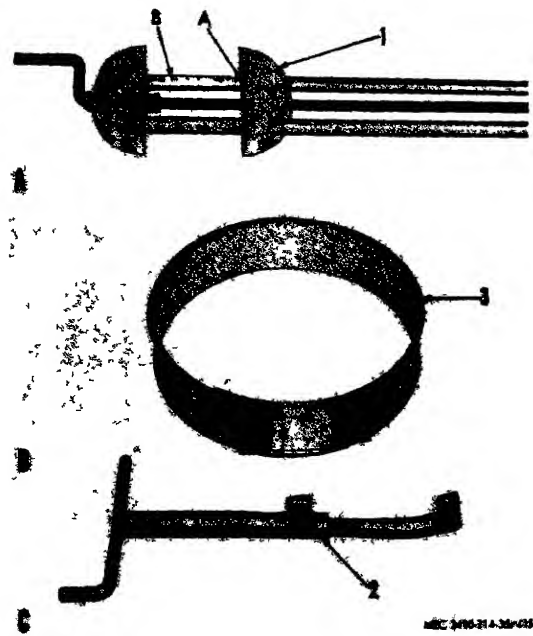
Figure 3-393. Measuring clearance



MFC 2410-214-35 414

- iston
- unger
- 3 Insert
- 4 Insert

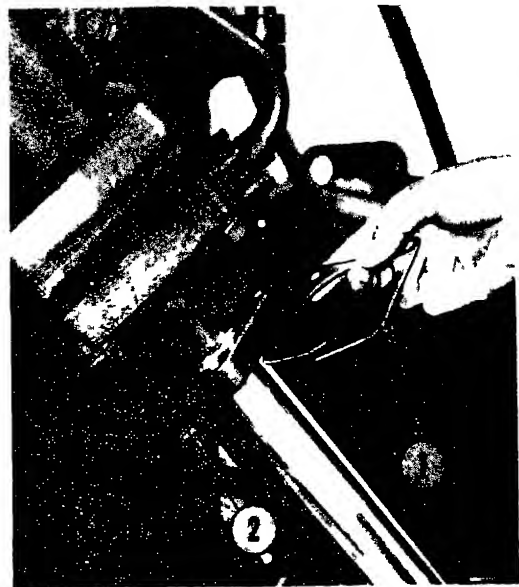
Figure 3-394. Piston reassembly.



MEC 2410-214-35-415

- 1 Expander assembly
- 2 Clamp assembly
- 3 Seal compressor
- A—Edge of adjustable block
- B—Seal diameter scale

Figure 3-395. Seal assembly installation tools.



MEC 2410-214-35/416

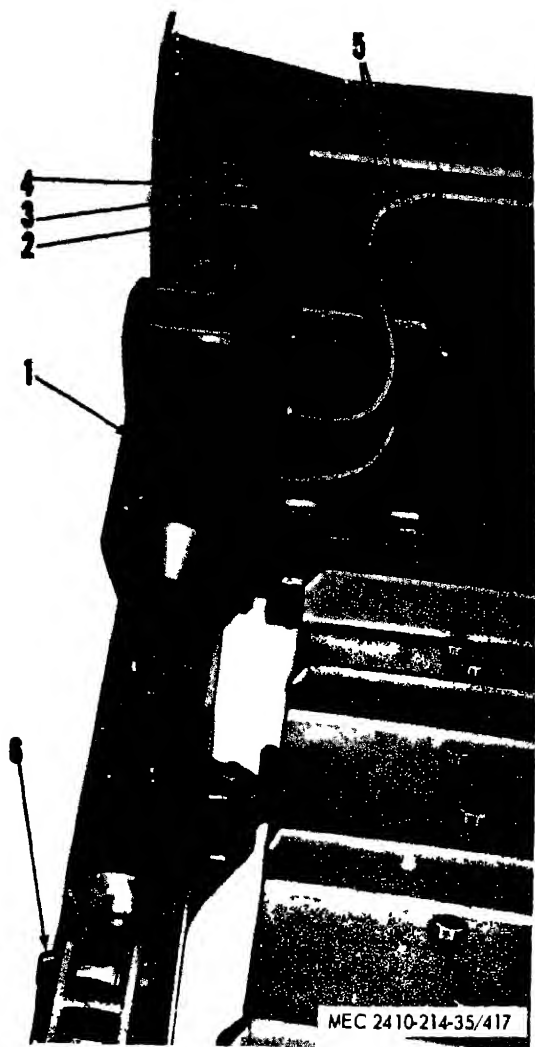
- 1 Shims
- 2 Retainer

Figure 3-396 Removing shims

(14) Inspect all parts, replacing worn or damaged parts

(15) Remove marks or rough spots on the piston rod with crocus or fine emery cloth to prevent seal and packing damage

(16) Inspect walls of cylinder bore for scor-



- | | |
|-----------------|----------------------|
| 1 Tilt cylinder | 4 Shims |
| 2 Bolts | 5 Cylinder oil lines |
| 3 Cap | 6 Pin |

Figure 3-397 Tilt cylinder removal

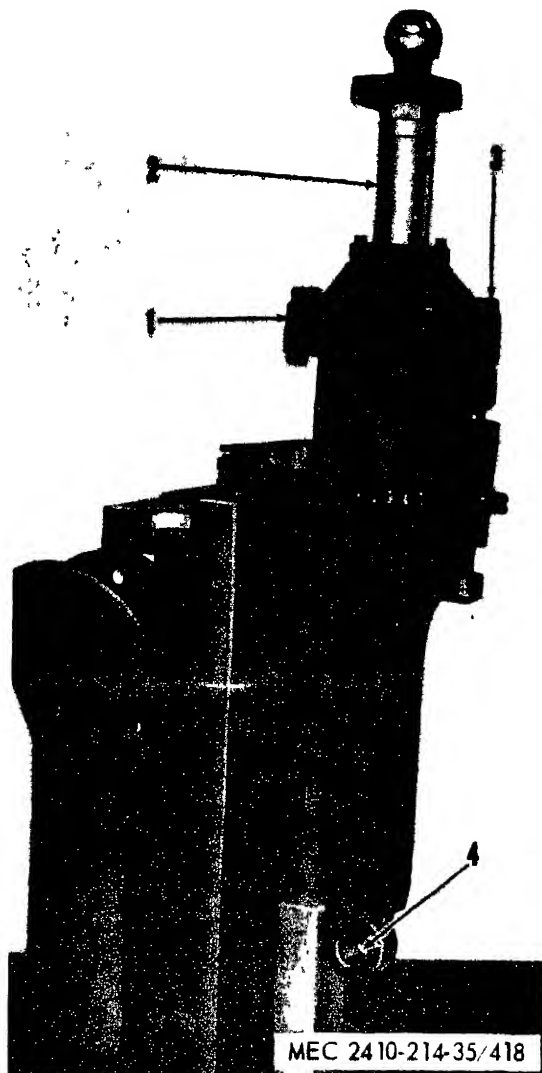
ing marks Any scoring marks which cannot be removed with a minimum of light honing will require replacement of cylinder assembly.

Caution: Under no circumstances should welding be done on cylinder. Welding on cylinder may cause enough bore shrinkage to cause interference between piston and cylinder wall and result in severe scoring of cylinder walls.

d Reassembly

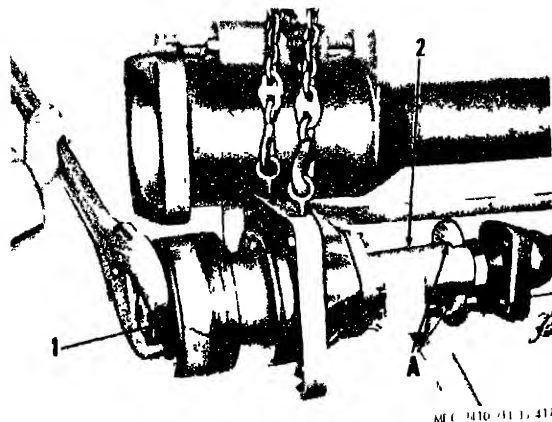
(1) Place retainer (6) packing rings (9) and head (4) on the piston rod

(2) Separate and oil all of the rings in packing (9). Install one ring of packing at a time into head (4) so the open part of the V is facing toward head. Be sure rubber pressure ring (11) is located as shown



- | | |
|-----------------|------------|
| 1 Cylinder head | 3 Bolts |
| 2 Piston rod | 4 Bearings |

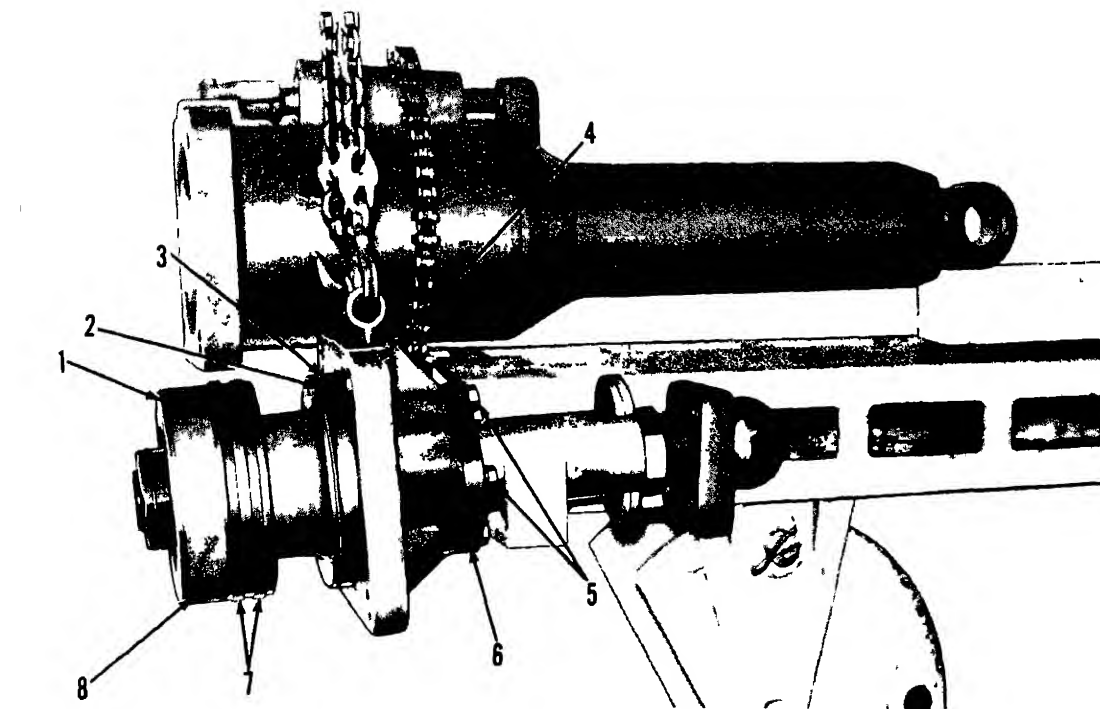
Figure 3-398 Preparing to disassemble cylinder



- | |
|--------------|
| 1 Nut |
| 2 Piston rod |

"A"—Flats on piston rod

Figure 3-399 Removing nut



A



B

- | | | | |
|---|-------------------|----|----------------------|
| 1 | Piston | 7 | Seal assemblies |
| 2 | Preformed packing | 8 | Wear ring |
| 3 | Backup ring | 9 | Packing ring |
| 4 | Head | 10 | Lip-type seal |
| 5 | Bolts | 11 | Rubber pressure ring |
| 6 | Retainer | | |

Figure 3-400. Disassembling piston head.

MEC 2410-214-35 420

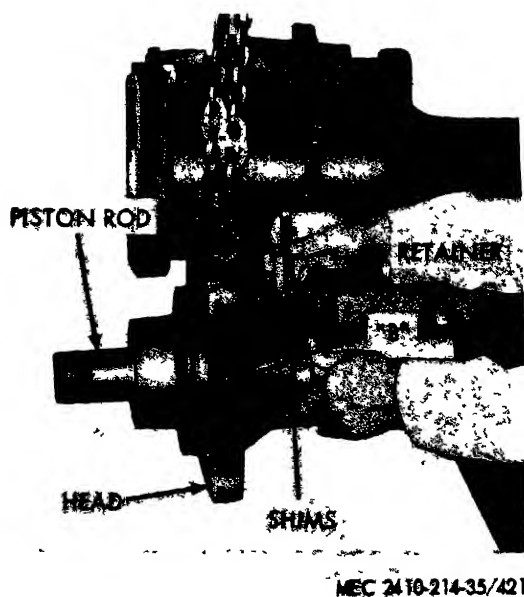
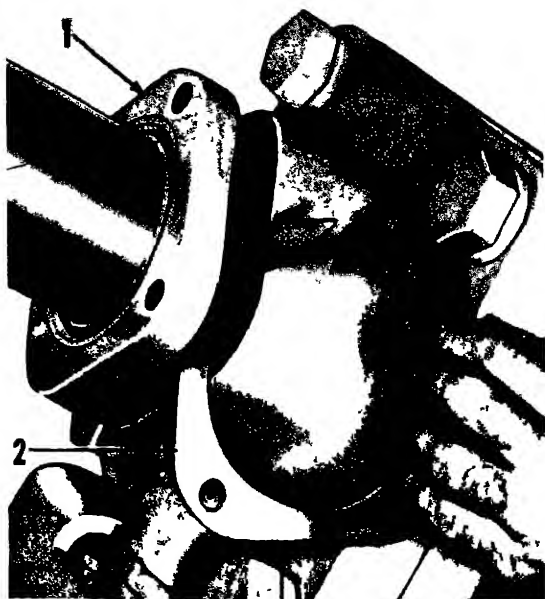


Figure 3-401. Measuring clearance.



1 Retainer

2 Shims

Figure 3-402. Removing shims

(3) Using retainer (6), tap the packing firmly into place in the head

(4) While holding retainer firmly seated against packing, measure clearance ((B), fig. 3-401) between retainer and head with a thickness gage

(5) Remove the head with the packing from the piston rod, leaving the retainer on the rod.

(6) Install shims on the rod with a total thickness of .010-inch to .015-inch less than the measured clearance (B). This will preload the packing properly when retainer is tightened into place.

Caution: When installing the head on the rod, be careful not to damage the packing.

(7) Install new backup ring ((8), fig. 3-400) and preformed packing (2).

(8) Assemble wear ring (8) on piston (1), and install piston on the rod.

(9) Install the nut securing the piston to the rod, and tighten per nut and bolt torque chart in paragraph 1-4.

(10) Install seal assemblies (7) to the piston (1). Refer to paragraph 3-85d (14) through (20) for installation procedures.

Note. Point "B" (fig. 3-395) will be at the 8.25-inch mark on the expander assembly for this cylinder.

e. Packing Adjustment. Hydraulic cylinder packing leakage can be caused by wear, cuts, and/or distortion of the packing. If the cylinder leaks around the rod, shims can be removed to tighten the packing around the rod.

(1) Lower the bulldozer blade to the ground.

(2) Remove the bolts holding retainer ((1), fig. 3-402) to cylinder head.

(3) Pry on tap the retainer out far enough to permit cutting and removing shims (2).

(4) Remove one shim at a time. If, after removing two shims the cylinder still leaks, replace the packing

3-87. Ripper Hydraulic Lift Cylinder (Serial Nos 75E1301-UP)

a. General The ripper hydraulic lift cylinders are located on each side of the ripper and are used to raise and lower the ripper. Both cylinders are removed and installed in a similar manner

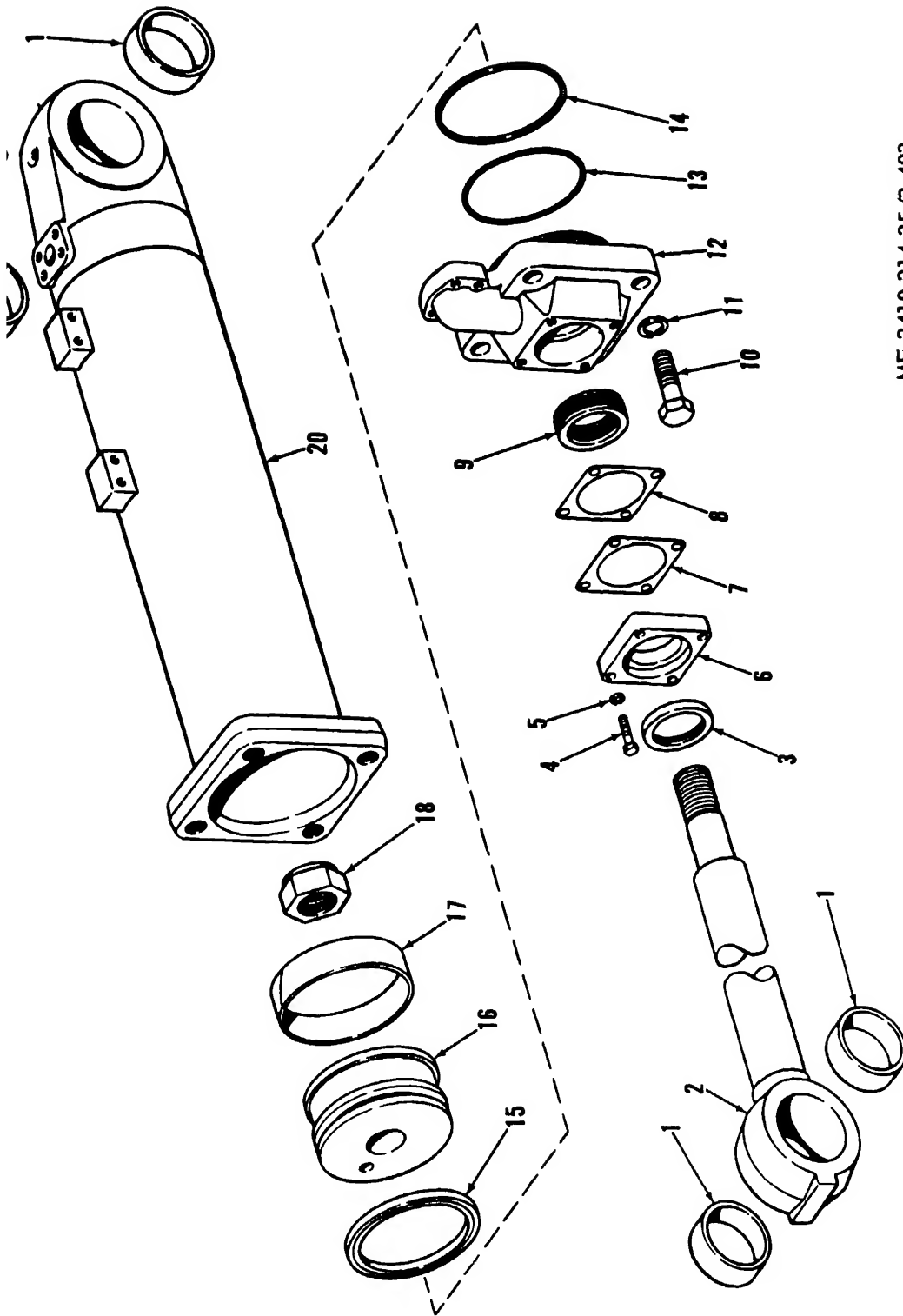
b Removal and Installation. Refer to TM 5-2410-214-12 to remove and install the cylinders.

c Disassembly and Reassembly Disassemble and reassemble the ripper lift cylinders as illustrated in figure 3-403

Caution: Extend the piston rod out of the cylinder before removing bolts, to prevent scoring of the cylinder walls when removing the piston from the cylinder.

d Cleaning, Inspection and Repair.

(1) Inspect all parts, replacing worn or damaged parts



ME 2410-214-35/3-403

- 1 Bearing
- 2 Rod
- 3 Seal
- 4 Bolt
- 5 Lockwasher

- 6 Retainer
- 7 Shim
- 8 Shim
- 9 Packing
- 10 Screw

- 11 Lockwasher
- 12 Head
- 13 Packing
- 14 Washer
- 15 Seal assembly

- 16 Piston
- 17 Ring
- 18 Nut
- 19 Fitting
- 20 Cylinder assembly

Figure 3 shows the lift assembly (E1501-UP).

(2) Remove marks or rough spots on the piston rod with crocus or fine emery cloth to prevent seal and packing damage.

(3) Inspect walls of cylinder bore for scoring marks. Any scoring marks which cannot be removed with a minimum of light honing will require replacement of cylinder assembly.

Section XIII. WINCH

3-88. General

Refer to TM 5-2410-214-35 for removal, installation, and servicing of the winch, winch pump, and winch controls.

3-89. Winch Pump

a. General. The pump contains two steel gears, a drive and driven shaft, and four bearing assemblies. The machined housings support the gear shafts and are provided with oil seal rings. When servicing the pump, extreme care must be taken to prevent foreign matter from entering the unit and causing damage to the machined surfaces.

b. Disassembly

(1) Refer to figure 3-404 and remove the eight bolts, screws, and washers and lift cover from body. If cover sticks, tap lightly with rawhide mallet.

(2) Cover bearings may remain in either the body or cover, but should be match marked in their respective locations for reassembly.

(3) Remove relief valve spring and ball from cover.

(4) Identify gears with match marks for correct reassembly.

(5) Remove oil seal from body assembly using an arbor press and suitable dowel rod.

c. Cleaning. Wash all parts in a suitable cleaning solvent and dry with filtered compressed air.

d. Inspection and Repair

(1) Inspect gears for chipping or evidence of wear.

(2) Inspect bearing bore for scoring or wear.

(3) Inspect bearing surfaces for deep grooving or scoring and refinish if necessary. Bearing surfaces may be dressed on a piece of fine abrasive paper held to a true flat surface plate. Do not dress enough to remove oil groove.

(4) Check bearing flats and bearing for wedging in their respective housings. If bearings wedge in the housings or new bearings are installed, proceed as follows: Hold the bearings at extreme ends of a discarded gear shaft from which the teeth have been removed and dress the flats lightly against a piece of fine abrasive paper

Caution: Under no circumstances should welding be done on the cylinder.

Note. When installing the head on the rod, be careful not to damage the packing.

held to a true flat surface plate. Dress a little at a time and repeat. Check in the housing until the bearings slide into place freely. The clearance between the flats, when assembled in their housing, should not exceed .005 to prevent turning of the bearing, resulting in lowering the pump efficiency.

(5) Inspect relief valve ball and seat in cover for grooving.

e. Reassembly

(1) Lubricate drive gear journal with HDO 10 oil before installing through shaft seal.

(2) Discard all rubber seal rings.

(3) Press a new seal assembly into the body with an arbor press, taking care that seal enters at right angles to the body recess and does not damage the body.

(4) Insert body bearings in their previously match-marked positions.

(5) Insert drive gear into body bearing.

(6) Insert driven gear into body bearing at the same position from which it was removed (Do not invert driven gear).

(7) Slide cover bearings on gear journals in their previously match-marked positions.

(8) Insert seal ring in body recess.

(9) Insert relief valve ball and spring body, tapping lightly to insure seating.

(10) Secure cover to body with the eight screws torqued to 28-32 foot-pounds.

3-90. Winch Control Valve

a. Removal

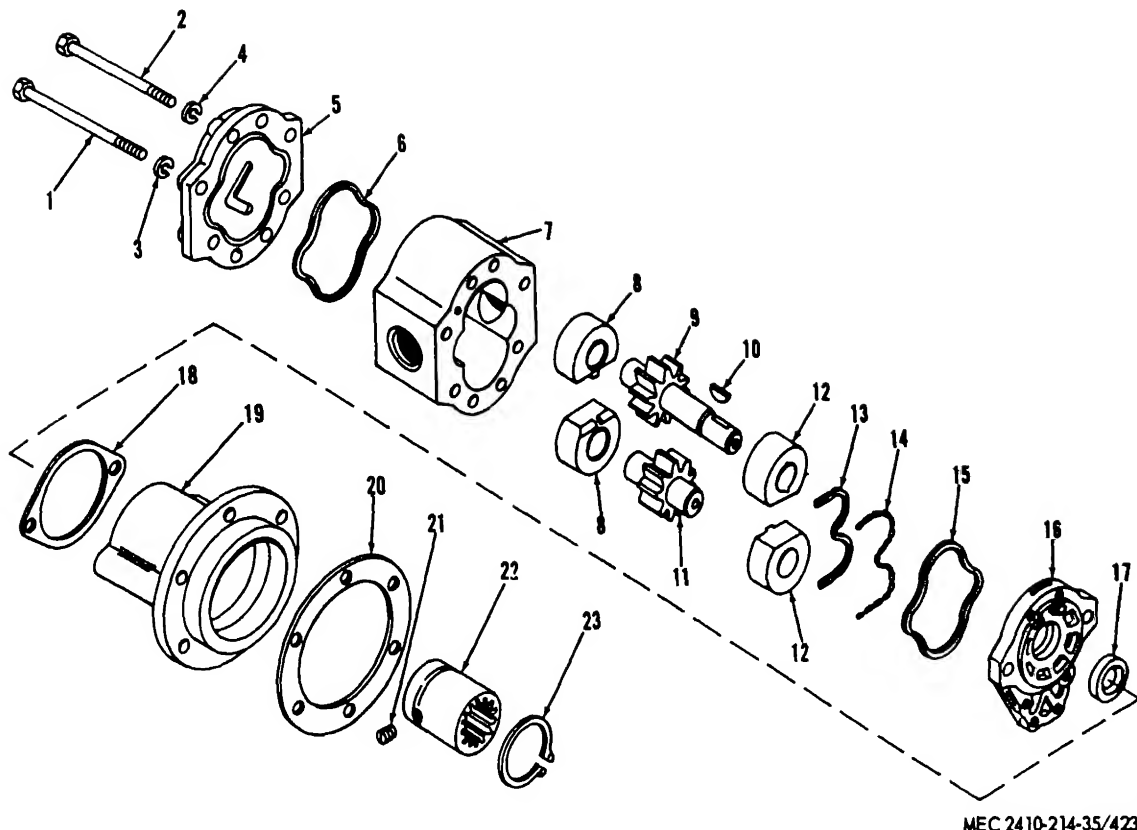
(1) Remove valve housing cover setscrews ((1), fig 3-405) and loosen push-pull cable lock-nuts on the valve spools.

(2) Remove cables from handle lever bracket on tractor and unscrew the cable ends from the valve spools by turning the free ends of the cables "B".

(3) Remove the pump supply hose (3) and nipple (4).

(4) Remove the valve housing.

(5) Detach tube assembly (5) and remove tee (6).



MEC 2410-214-35/423

- 1 Bolt
- 2 Capscrew
- 3 Lockwasher
- 4 Washer
- 5 Cover
- 6 Seal
- 7 Body
- 8 Bearing
- 9 Gear
- 10 Key
- 11 Gear
- 12 Bearing

- 13 Gasket
- 14 Spacer
- 15 Seal
- 16 Cover
- 17 Seal
- 18 Gasket
- 19 Bracket
- 20 Gasket
- 21 Setscrew
- 22 Coupling
- 23 Ring

Figure 3-404. Winch hydraulic pump, exploded view

- (6) Disconnect the clutch and brake hoses
- (7) Remove socket head capscrews attaching valve (8) to winch
- (8) Remove valve (8) from winch. Remove preformed packing that seals between the valve and the winch. Be sure preformed packing is replaced when reinstalling valve on winch to avoid seepage around base of valve
- (9) Reverse above procedure for valve installation and check for proper stroke adjustment between the push-pull cables and spools.

Disassembly and Reassembly.

(1) Selector Spool Removal.

Note. This may be accomplished without removing valve body ((29), fig. 3-406) from the support (30).

- (a) Remove the snap ring (12), washer (11) and spring (10)
- (b) Remove the plug (23), spring (24) and ball (25).
- (c) Remove the spool (7), by pushing the rod end through the valve body as shown

Caution: Do not pull the rod end of the spool after the ball (25) has been removed or the preformed packing (8) on the spool will come in contact with a dump port and be damaged.

(2) Selector spool inspection and reinstallation.

- (a) Inspect for nicks on the spool. Light nicks may be removed by lapping but if there are deep nicks spool must be replaced.
- (b) Replace preformed packings (8) and (9) with new parts.

(c) Use a light oil on all parts before reassembly. Install preformed packing (9) and install spool in reverse manner from removal. Preformed packing (8) is replaced last and does not pass over port.

Caution: Do not pull on spool (7) to get preformed packing (8) compressed into spool bore. Tap end of spool to accomplish this, and avoid overtravel causing damage to preformed packing (8) in internal ports.

(3) Brake inching spool removal.

(a) Plug (16) or spring (15) may be removed without removing the inching spool (13) by removing snap ring (17).

(b) To remove spool (13) remove cap screws (5) and detach the valve body (29) from the support (30).

(c) Remove the spool stop capscrew (18) on the under side of the valve body while pressing gently on the inching spool to take the load off the stop.

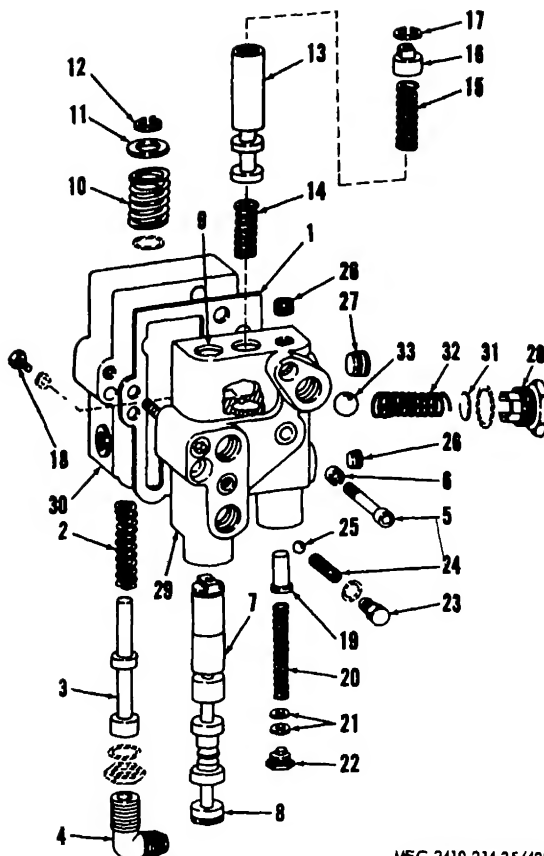
(d) Remove the spool and return spring (14).

(4) Inching spool inspection and assembly.

(a) Check bore and spool (13) for dirt or nicks. Remove light nicks by lapping. Deep nicks necessitate new parts.

(b) Oil all parts generously. Place new preformed packing firmly in groove and install spring (14) and spool. Tap spool gently to pass over preformed packing and while holding in position, replace spool stop capscrew (18).

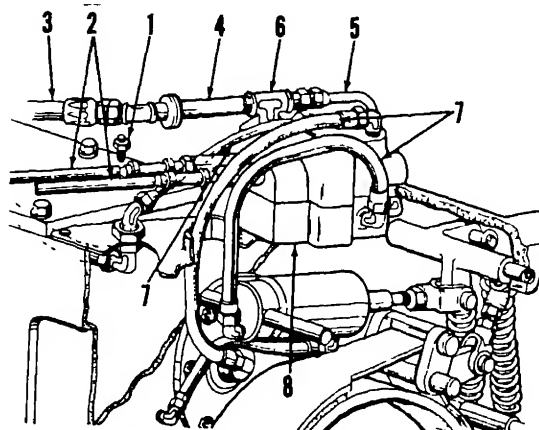
(c) Clean out socket for travel spring (15), grease lightly and replace spring and cable plug (16).



MEC 2410-214-35/425

1	Gasket	18	Capscrew
2	Spring	19	Piston
3	Piston	20	Spring
4	Fitting	21	Washers
5	Cap screws	22	Retainer
6	Spacer	23	Plug
7	Spool	24	Spring
8	Preformed packing	25	Ball
9	Preformed packing	26	Plug
10	Spring	27	Plug
11	Washer	28	Retainer
12	Snapring	29	Valve body
13	Spool	30	Support
14	Spring	31	Washer
15	Spring	32	Spring
16	Plug	33	Ball
17	Snapring		

Figure 3-406 Winch control valve, exploded view



MEC 2410-214-35/424

1	Setscrew	5	Tube assembly
2	Cable	6	Tee
3	Hose	7	Hose
4	Nipple	8	Valve

Figure 3-405. Control valve removal.

(5) Relief valve and quick release valve

(a) Remove retainer (22), washers (21) spring (20) and piston (19). The washers (21) regulate relief valve pressure. Add washers to increase pressure, remove washers to decrease pressure. The relief valve is as follows: 225 psi at 61½ gpm—1,000 rpm—Oil Temperature 70 °.

(b) To check quick release valve spring (2), remove fitting (4) and piston (3).

(c) After checking and cleaning all parts thoroughly, lubricate with SAE No. 10 engine oil and assemble in the reverse order of disassembly. Replace pistons (19) and (3) with new parts if there are deep nicks, and remove light nicks by lapping.

(6) *Servicing filter* After cleaning filter reen, care should be taken when reassembling ter to prevent stripping threads of capscrews lding cap to body Only slight pressure will ve a good oil seal.

91. Winch Disassembly

a Power Takeoff Assembly Removal. Unbolt e power takeoff bearing carrier and remove the mplete power takeoff assembly. Be careful not damage shims behind bearing carrier.

b. Brake Band Removal.

- (1) Remove both covers on lh side of winch.
- (2) Release brake by moving the selector er to "Brake Release".
- (3) With brake band in released position, move snap ring.

(4) Remove pins and slide the drum from e shaft with the brake band and crank at- ched

c Brake Shaft Removal

(1) To remove brake springs, remove pipe ig from housing and insert an eyebolt as shown figure 3-407.

(2) Thread eyebolt (1) into spring anchor eve (2) and, using a pry bar as shown (to lieve tension on spring), remove anchor pin (3)

Note. Eyebolt may be made by welding a cut wash- to a $\frac{1}{2}$ UNF x 4-inch capscrew

(3) Remove bearing retainers from both ls of shaft through opening in rh side frame.

l. Bevel Gear Shaft Removal.

(1) Disconnect the hydraulic line to bearing ainer ((3), fig 3-408)

(2) Remove bearing retainer taking care to tect shims

(3) Remove the rh bearing retainer (6)

(4) Loosen bearing nut (2) enough to per- removal of snap ring (4)

(5) Replace bearing retainer (3) for sup- t (If drum is to be removed, remove lh drum ft nut)

(6) Turn winch on its left side.

(7) Remove the top side frame cover and onnect the hydraulic line.

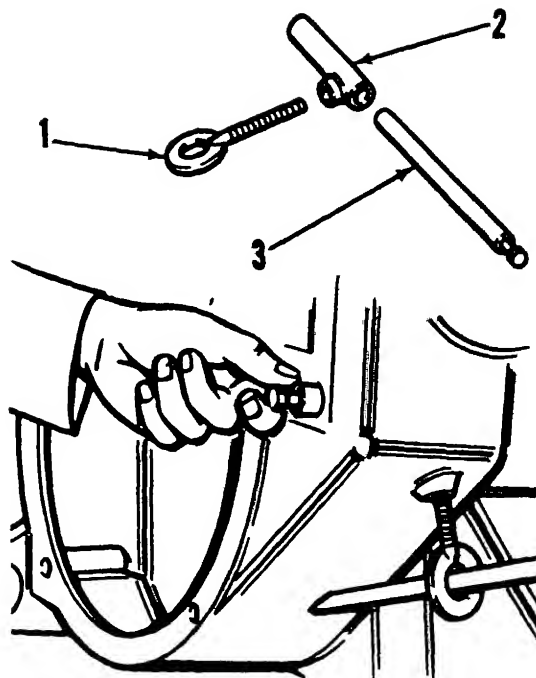
(8) Remove bearing nut ((2), fig. 3-408).

(9) Slide roller bearing and the spacer sher (1) from the shaft.

(10) Remove the internal snap ring (4) re- ung the bearing and clutch drive gear as wn in figure 3-409.

(11) Insert a $\frac{5}{8}$ -inch (UNF) bolt (with a g or washer welded to it) into the threaded of the bevel gear shaft.

(12) Pull shaft slowly as shown in figure 10.



MEC 2410-214-35/427

1 Eyebolt

2 Sleeve

3 Pin

Figure 3-407 Brake shaft removal.

(13) Do not pound or drive on the ends of the bevel gear shaft.

(14) Slide the shaft completely away from the unit freeing all component parts on the shaft.

e. Intermediate Shaft Removal

(1) Remove bearing retainer

(2) Insert puller screw in shaft

(3) Pull shaft.

(4) Remove intermediate gear and drum pinion shown in figure 3-411

f. Drum Shaft Removal

(1) Unscrew drum shaft nut

(2) Remove bearing retainer shown in figure 3-412.

(3) Remove place bolts in drum gear

(4) Rethread nut on shaft

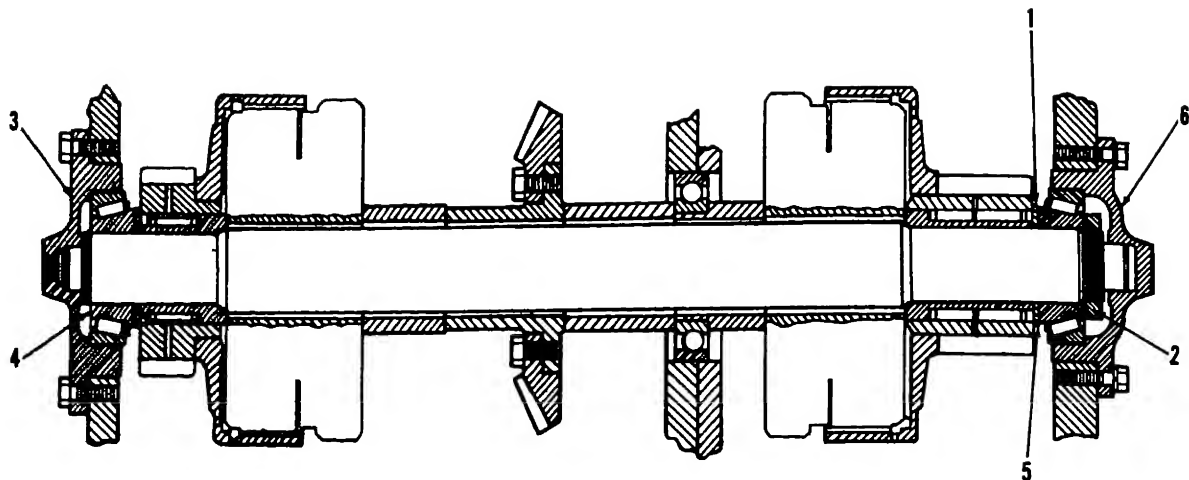
(5) Sling shaft using nut

(6) Pull shaft straight up as shown in figure 3-413

Note Place pan under drum shaft to catch oil that is in the drum Be sure to add two quarts of oil to drum at reassembly

g Clutch Disassembly

(1) It is unlikely that the clutch discs and separator plates will have to be replaced because of wear. Overheating due to slipping or lack of cooling oil will cause most damage to the discs and separator plates Overheating causes both parts to warp which causes clutch drag The clutch discs are flat. The separators are hardened

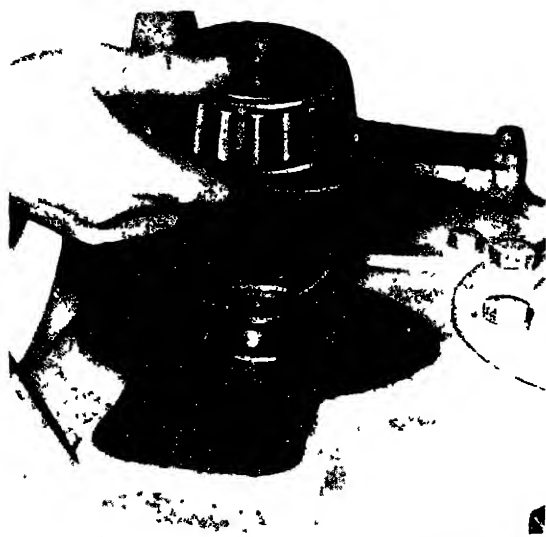


MEC 2410-214-35/428

- 1 Washer
- 2 Nut
- 3 Retainer

- 4 Snapping
- 5 Snapping
- 6 Retainer

Figure 3-408. Bevel gear shaft, cross sectional view



MEC 2410-214-35.430

Figure 3-409 Bearing and clutch drive gear removal

steel with a slight dish built into them as shown in figure 3-414.

Note THE HYDRAULIC CLUTCH MUST BE SERVICED IN A CLEAN AREA. The clutch pack contains two parts. The clutch ((1), fig 3-415) contains friction discs and separator plates, and the clutch spider ((2)). The two parts are not fastened together and may be separated by sliding them apart as shown. The clutch is held together by six flathead capscrews that are locked on the back side by six setscrews.

- (2) Remove the setscrews ((12), fig. 3-416).
- (3) Turn clutch over and remove flathead

capscrews (1), remove end plate (2), exposing the clutch discs (6) and return springs (4)

(4) Lift discs (6) and separator plates (7) from the drive hub (3).

(5) Lift drive hub (3) and clutch piston (8) from retainer plate (11)

(6) The cross drilled stud with three holes is the cooling valve (5). Remove by unscrewing to the left and disassemble for cleaning

3-92. Winch Reassembly

a Clutch Reassembly

Note Reassembly is opposite of disassembly. Observe the following precautions during reassembly

(1) Dish in separator plate must all face same way as a unit. The direction of the unit is unimportant

(2) The forward and reverse clutch packs are interchangeable but the spiders are not

(3) Never assemble a clutch pack dry. Pre-soak all parts in oil

(4) Small parts and passages must be free of dirt and foreign matter.

(5) When sliding the clutch piston into the retainer plate, be certain that the O-rings ((9) and ((10)) are well lubricated and are seated in their respective grooves

(6) When assembled, the holes in the clutch hub will be in line with the oil cooling valve

(7) Blanked out teeth on friction discs ((6), fig. 3-416) must be in line

(8) Assembled clearance to be from .040-inch to .070-inch. Use shims as required



Figure 3-410. Bevel gear shaft removal.

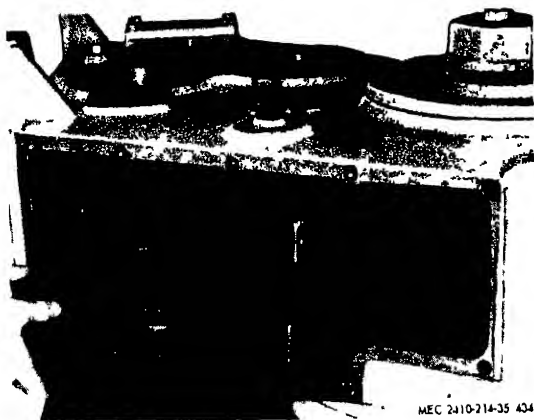


Figure 3-411 Intermediate gear and drum pinion removal.

- (9) Torque capscrews (1) with 70 ft-lb, rews (12) with 40 ft-lb.

Drum Shaft Assembly.

- (1) Check all oil seals and install drum and shaft.
- (2) Add two quarts of HDO 30 oil to drum y before installing rh bearings.
- (3) Bolt drum gear to drum torquing the to 146 ft-lb lubed or 225 ft-lb dry.

Intermediate Shaft Assembly. Install inter-



Figure 3-412. Bearing retainer removal.

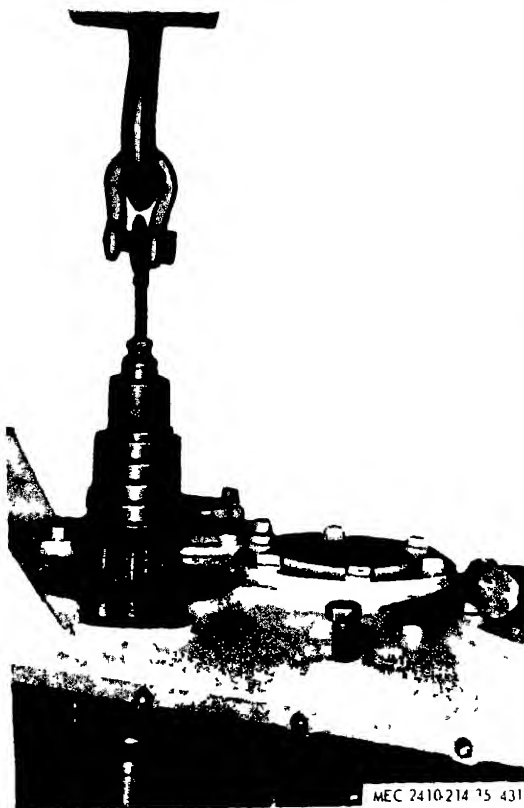
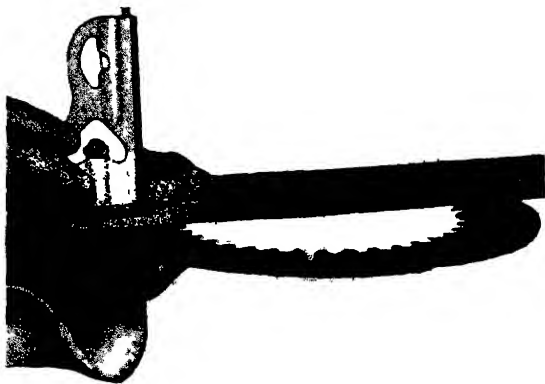


Figure 3-413 Drum shaft removal.

mediate shaft with .004-inch to .007-inch end play in bearings

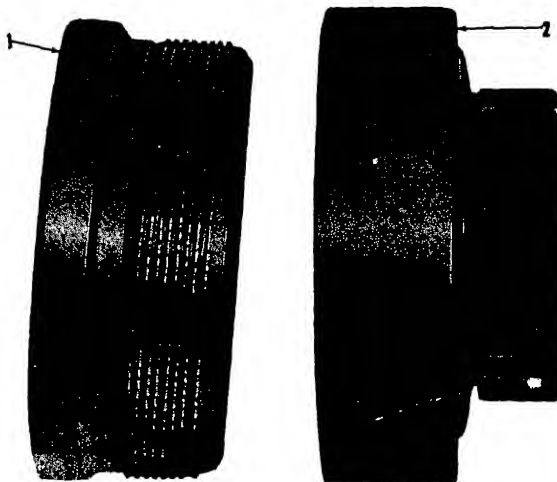
d. Bevel Gear Shaft Assembly

- (1) Place all parts into winch case in the same order they were removed
- (2) Line up the marked pipe plugs in outer diameter of the retainer plate in the clutch packs, with holes in the bevel gear shaft splines. (Only one of the plugs will be correct as cross hole goes through one major diameter and one minor diameter of spline.)
- (3) Sling the bevel gear shaft.



MEC 2410-214-35/407

Figure 3-414. Clutch separator plates.

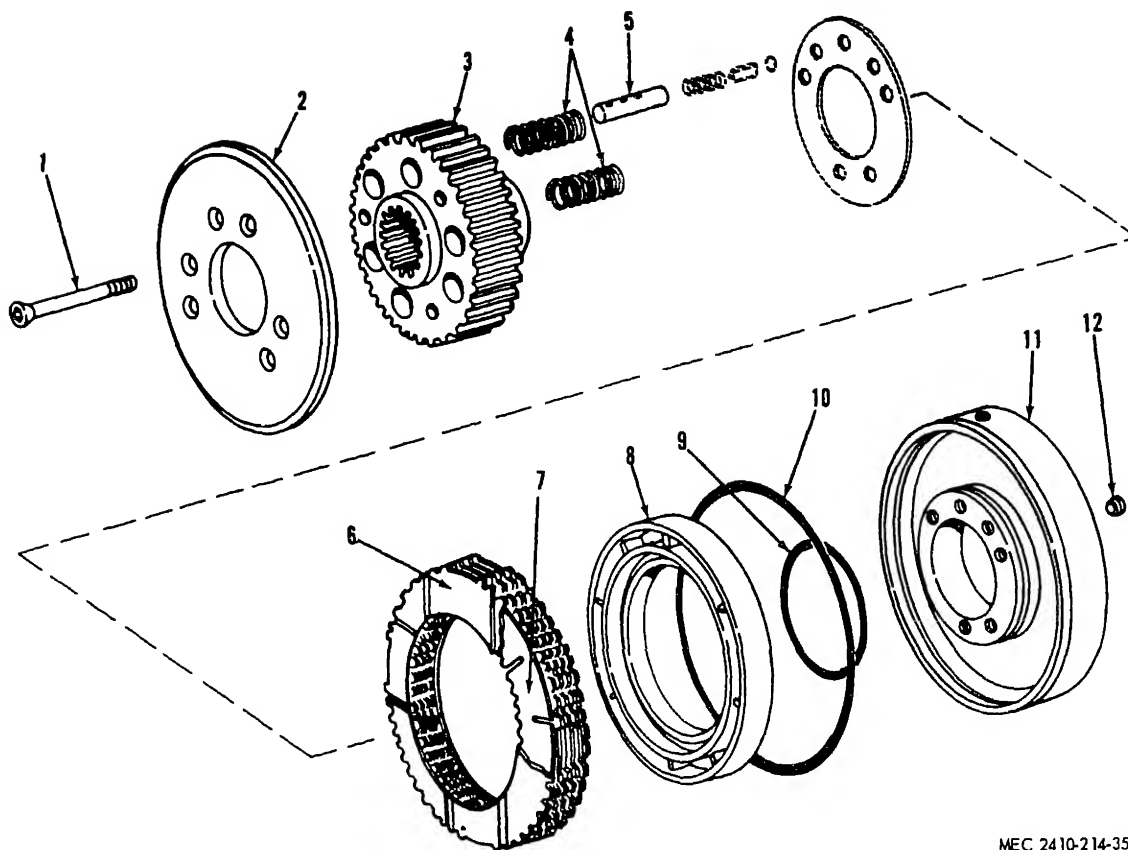


MEC 2410-214-35/408

1 Clutch

2 Spider

Figure 3-415. Hydraulic clutch.



MEC 2410-214-35/439

- 1 Capscrew
- 2 Plate
- 3 Hub
- 4 Spring
- 5 Valve
- 6 Discs

- 7 Plates
- 8 Piston
- 9 O-ring
- 10 O-ring
- 11 Plate
- 12 Setscrew

Figure 3-416 Hydraulic clutch, exploded view.

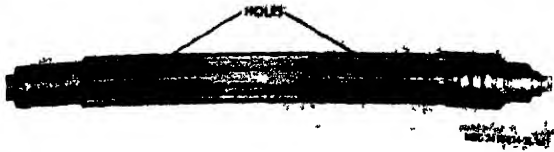


Figure 3-417. Bevel gear shaft.



MEC 2410-214-35/442

Figure 3-418. Pinion depth.

(4) Lower the shaft through side frame, being certain that the match marks on the shaft line up with the match marks on the clutches. The two holes in the shaft (for hydraulic oil to the clutches) shown in figure 3-417 will then line up with the holes in the clutch retainer plate. Do not use a hammer to drive the shaft through the component parts.

Note. Coat side and top of seals with Lubriplate before inserting in shaft.

(5) Fix the shaft in place and revolve winch to upright position.

(6) Lock the bearings on the end of the shaft that is towards brake compartment with snap rings provided.

(7) Install the bearing nut on the opposite end (torque to 200 ft-lb \pm 25) and lock it with lockwasher provided. (Always use new lockwasher.) Do not install metal seal rings on ends of shaft.

(8) Adjust end play to .000-.004 by use of shims under each bearing retainer.

(9) Remove bearing retainers and install metal seal rings on ends of shafts. Be sure these seal rings are not broken or damaged when reinstalling bearing retainers.

e. Brake Shaft Assembly.

(1) Install brake shaft with .006-inch to .009-inch end play in bearings.

(2) Apply Plastic Lead Seal No 2 or equivalent to threads of capscrews holding oil seal retainer at brake end of shaft

f. Power Takeoff Assembly

(1) Install the power takeoff shaft. Be sure the bevel pinion is in place and snapping properly installed.

(2) Recheck the backlash and gear mesh of the bevel gear set. This is best done by painting the gears with white lead and obtaining a gear pattern as shown in figure 3-418

(3) After the correct gear pattern is obtained, move the bevel ring gear away from the pinion to obtain .005-.014 backlash.

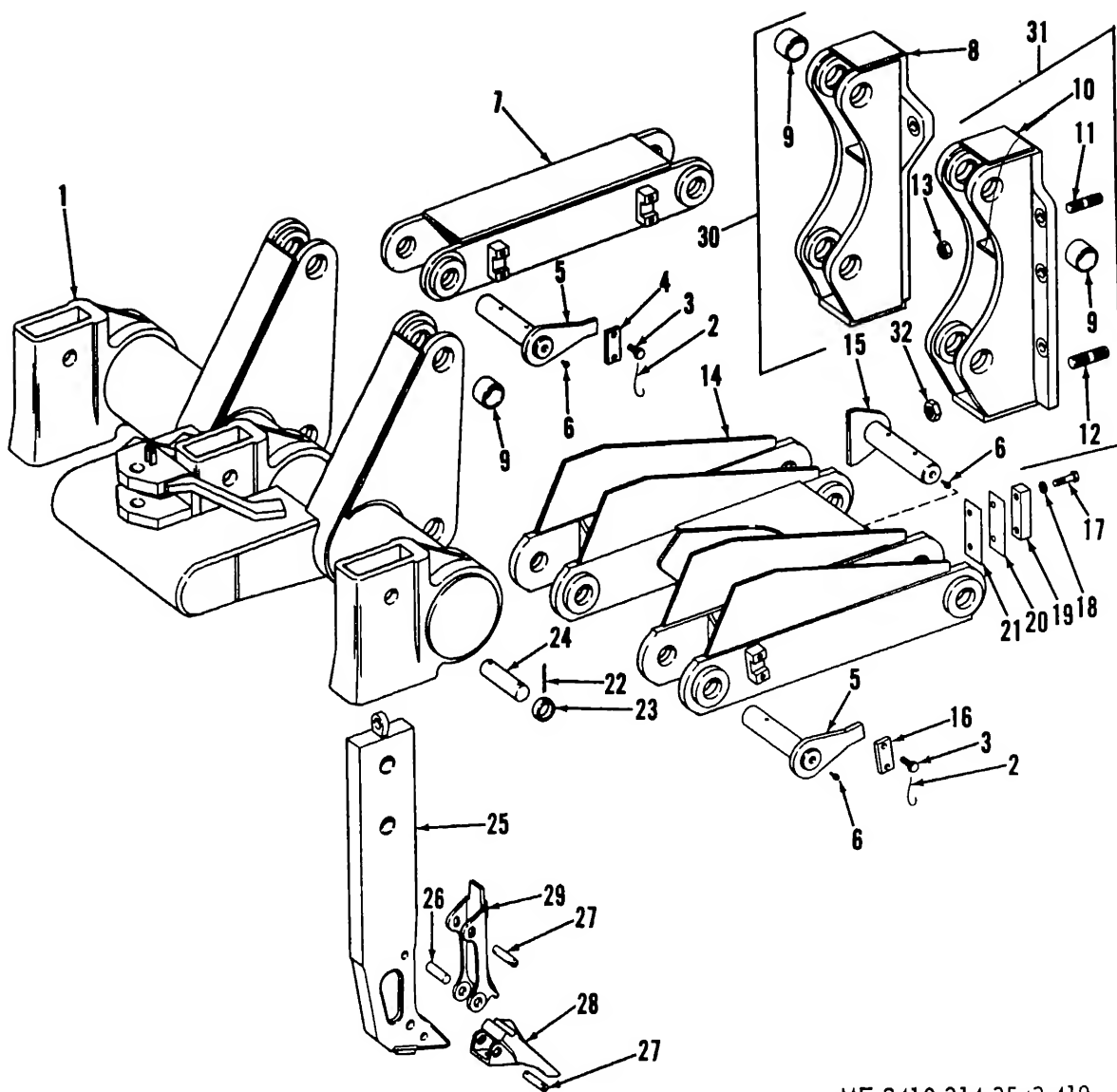
Section XIV. RIPPER

93. General

Refer to TM 5-2410-214-12 for removal and installation of the ripper, ripper shank protectors, s, and ripper shank adjustment.

3-94. Disassembly and Reassembly

Disassemble and reassemble ripper as illustrated in figure 3-419. Repair or replace damaged or worn parts.



ME 2410-214-35/3-419

- 1 Beam assembly
- 2 Lock wire
- 3 Bolt
- 4 Plate
- 5 Pin assembly
- 6 Fitting
- 7 Link assembly
- 8 Bracket, LH
- 9 Bearing
- 10 Bracket, RH
- 11 Stud

- 12 Stud
- 13 Nut
- 14 Frame assembly
- 15 Pin assembly
- 16 Plate
- 17 Bolt
- 18 Lockwasher
- 19 Plate
- 20 Shim
- 21 Shim
- 22 Cotter pin

- 23 Retainer
- 24 Pin
- 25 Shank assembly
- 26 Pin
- 27 Pin
- 28 Tip assembly
- 29 Protector
- 30 Bracket assembly, LH
- 31 Bracket assembly, RH
- 32 Nut

Figure 3-419. Ripper (serial nos. 75E1301-UP).

APPENDIX

REFERENCES

Fire Protection

TB 5-4200-200-10

Hand Portable Fire Extinguishers For Army Users

Lubrication

C9100IL

LO 5-2410-214-12-1 and 2

Fuels, Lubricants, Oils and Waxes Lubrication Order

Painting

TM 9-213

Painting Instructions for Field Use

Radio Suppression

TM 11-483

Radio Interference Suppression

Maintenance

TB ORD 651

Use of Antifreeze Solutions and Cleaning Compounds in Engine Cooling Systems

TM 38-750

Army Equipment Record Procedures

TM 5-2410-214-2

Organizational Maintenance Manual

TM 5-764

Electrical Motor and Generator Repair

TB ENG 347

Winterization Techniques for Engineer Equipment

TM 9-207

Operation and Maintenance of Army Material in Extreme Cold Weather (0° to -65°F.)

INDEX

	Paragraph	Page		Paragraph	Page
Accessory drive	3-20	58	Drive, final pinion group	3-63	178
Adjustment:			Engine, alignment	2-5	17
Bevel gear and pinion setting ..	3-54	160	Engine cylinder heads	3-4	21
Backlash	3-54	160	Engine cylinder liners	3-6	30
Final drive bearing	3-64	180	Engine oil pan	3-34	97
Front idler	3-71	188	Engine, removal	2-5	17
Track adjusting mechanism	3-73	192	Engine valves	3-5	25
Transmission hydraulic system ..	3-48	138	Equalizer bar	3-75	193
Alignment:			Fan and fan pulley	3-32	91
Bevel gear shaft	3-54	160	Final drive bearing adjustment	3-64	180
Engine	2-5	17	Final drive gear case	3-60	172
Track roller frame with			Final drive gear, idler pinion, and		
sprocket	3-65	180	bearing	3-61	173
Balancer drive	3-10	35	Final drive pinion group	3-63	178
Bar, equalizer	3-75	193	Floating duo-cone seals	3-58	165
Bearing, camshaft	3-13	41	Flywheel and ring gear	3-9	34
Bearing, main	3-7	32	Flywheel housing and slinger	3-11	39
Bearing cage holder assembly	3-57	162	Forms	1-2	3
Belt tightener	3-31	88	Frame, seat	3-77	195
Bevel gear	3-54	160	Frame, track roller	3-76	195
Block, transmission lubrication			Front idler	3-70	187
junction	3-47	138	Front idler yoke assembly	3-71	188
Brakes	3-50	146	Front support	3-2	20
Brake pedal and support assembly ..	3-78	196	Fuel injection pump housing	3-22	62
Bulldozer control valve	3-81	198	Fuel tank	3-24	68
Bulldozer relief valve	3-82	203	Fuel transfer pump	3-23	67
Camshaft and camshaft bearing	3-13	41	Gear, bevel	3-54	160
Carrier, roller support assembly	3-74	193	Gear housing, timing	3-14	42
Carrier, track roller	3-68	183	Gear, ring	3-9	34
Clutch assembly, steering	3-51	152	Gear, timing	3-14	42
Clutch driving hub, steering	3-52	156	Generator	3-26	78
Clutch hydraulic controls, steering ..	3-53	160	Governor	3-17	49
Compression release	3-5	25	Governor housing, removal	3-16	49
Connecting rods and pistons	3-12	39	Governor locking control	3-19	56
Control, governor locking	3-19	56	Guides, valve	3-5	25
Controls, steering hydraulic	3-53	160	Head, cylinder	3-4	21
Controls, transmission hydraulic	3-41	119	Housing, flywheel	3-11	39
Control valve, bulldozer	3-81	198	Housing, fuel injection pump	3-22	62
Control valve, tilt	3-83	206	Housing, governor	3-16	49
Control valve, winch	3-90	224	Housing, timing gear	3-14	42
Crankshaft	3-8	34	Hydraulic controls, steering clutch ..	3-53	160
Crankshaft pulley	3-2	20	Hydraulic controls, transmission	3-41	119
Cylinder, hydraulic lift	3-85	213	Hydraulic lift cylinder	3-85	213
Cylinder, hydraulic lift, ripper	3-87	222	Hydraulic lift cylinder, ripper	3-87	222
Cylinder, hydraulic tilt	3-86	216	Hydraulic pump, bulldozer	3-84	209
Cylinder head, engine	3-4	21	Hydraulic pump, transmission	3-42	124
Cylinder liner, engine	3-6	30	Hydraulic tank	3-86	198
Data. (See Tabulated data.)			Hydraulic tilt cylinder	3-86	216
Decelerator	3-18	53	Idler, front	3-70	187
Description	1-3	3	Injection pump, fuel	3-22	62
Drive, accessory	3-20	58	Lifters, valve	3-5	25
Drive, balancer	3-10	35	Liners, engine cylinder	3-6	30
Drive, final bearing adjustment	3-64	180			

	Paragraph	Page
in bearings	3-7	32
ifolds	3-3	21
or, starting	3-27	80
pan, engine	3-34	91
manifold	3-37	99
pressure and scavenging pump ..	3-36	98
pressure regulating valve	3-35	91
pump drive	3-15	44
, oil	3-34	91
ion, idler	3-61	173
ons and connecting rods	3-12	39
ey, crankshaft	3-2	3
ey, fan	3-32	91
ip, fuel injection	3-22	62
ip, fuel transfer	3-23	67
ip, hydraulic, bulldozer	3-84	209
ip, hydraulic, transmission	3-42	124
ip, oil pressure and scavenging ..	3-36	98
ip, water	3-30	86
ip, winch	3-89	224
k, fuel	3-17	49
iator	3-29	85
r power takeoff	3-15	44
oil springs	3-72	189
ord and report forms	1-2	3
ef valve, bulldozer	3-82	203
g gear and flywheel	3-9	34
er adjustment	3-93	231
er, disassembly and reassembly ..	3-94	231
er hydraulic lift cylinder	3-87	222
er arm assembly	3-5	25
ers, carrier support assembly	3-74	193
ers, track carrier	3-68	183
ers, track frame	3-76	195
ers, track	3-69	185
ie	1-1	3
and seat frame	3-77	195
ial designed tools and		
upment	2-3	15
ial tools	2-1	15
ng, recoil	3-72	189
cket and sprocket segments	3-59	169
cket shaft	3-62	175
ting motor	3-27	80
ring clutches	3-51	152
ring clutch driving hub	3-52	156
ring clutch hydraulic controls ..	3-53	160

	Paragraph	Page
Tabulated data	1-4	3
Tank, fuel	3-24	68
Tank, hydraulic	3-80	198
Tilt control valve	3-83	206
Timing gear and housing	3-14	42
Torque converter inlet relief valve ..	3-43	125
Torque converter outlet relief valve ..	3-44	125
Torque divider	3-40	103
Track adjusting mechanism	3-73	192
Track assembly	3-67	180
Track carrier rollers	3-68	183
Track rollers	3-69	185
Track roller frame	3-76	195
Track roller frame outer bearing	3-56	162
Transfer pump, fuel	3-25	69
Transmission	3-46	127
Transmission hydraulic controls	3-41	119
Transmission hydraulic system		
testing and adjustment	3-48	138
Transmission lubrication junction		
block	3-47	138
Transmission oil pump drive	3-15	44
Transmission, removal	2-6	17
Transmission and steering clutch		
control check valve	3-45	126
Troubleshooting, general	2-4	16
Turbocharger	3-25	69
Universal joint	3-39	101
Valves, control bulldozer	3-81	198
Valves, engine	3-5	25
Valve guides	3-5	25
Valve lifters	3-5	25
Valve mechanism	3-5	25
Valve, oil pressure regulating	3-35	97
Valve, relief bulldozer	3-82	203
Valve, tilt control	3-83	206
Valve, torque converter inlet relief ..	3-43	125
Valve, torque converter outlet		
relief	3-45	126
Valve, winch control	3-90	224
Water pump	3-30	86
Winch control valve	3-90	224
Winch disassembly	3-91	227
Winch pump	3-89	224
Winch assembly	3-92	228

By Order of the Secretary of the Army:

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

OFFICIAL:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

Distribution:

To be distributed in accordance with DA Form 12-25, Section II (qty rqr block No. 479) Direct and General Support maintenance requirements for Tractors, Tracked Medium.

